

AMERICAN RAILROAD JOURNAL

AND

IRON MANUFACTURERS' AND MINING GAZETTE.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXI, No. 6.]

SATURDAY, FEBRUARY 6, 1875.

[WHOLE No. 2,024, VOL. XLVIII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Ought Congress to help the Languishing Trade.	161
Boston and Lowell Railroad.....	162
Illinois Central Railroad.....	163
Miller's Platform and Coupling.....	163
Toledo, Wabash and Western Railway.....	164
Boston, Barre and Gardner Railroad.....	164
Great Southern Railway.....	164
Summit Branch Railroad.....	164
Public Debt Statement.....	165
Steel vs. Iron Rails.....	165
Railroad Earnings.....	166
Railroad and Canal Dividend Statement.....	167
Federal and State Securities.....	168
Railroad Bond List.....	169
Railroad Share List.....	178
Financial and Commercial Affairs.....	185
Railroad from Shelburne Falls to Montpelier.....	188
Philadelphia and Reading R. R. Equipment.....	188
Fitchburg Railroad.....	188
The Westminster and Gardner Lines.....	190
Bombay Hook Railroad.....	192

American Railroad Journal.

New York, Saturday, February 6, 1875.

Ought Congress to help the Languishing Trade?

There is no single branch of industry, which uses to so large an extent, or in such great variety, the products of labor, as the construction and maintenance of railroads. Railroad companies are large employers of labor, and also consumers of the products of labor. A line of railroad requires, first for its construction, and afterwards for its operation, the products of nearly every branch of manufacture, and calls into activity nearly every variety of exchange. A prominent road will need from one thousand to ten thousand laborers and officers; these require tools and machinery; houses and structures of wood, brick, iron or stone, or all combined; there are fuel from the forest or mine, iron from the furnace and forge, timber and a variety of products for cars, shafts, belts, oils, and the metals for the work shops. These artisans, in their turns, furnish work for the tailors, the butchers, the carpenters and the traders; and these again furnish the

means of the banks, the profits of the farmer and capitalist, and the capital first invested in the road flows out into a hundred other channels in ever-widening circles.

Whatever, therefore, checks these great internal improvements, does widespread injury to trade and manufactures. Yet this is just what happened fifteen months ago, and what the country is groaning under to-day. Ought Congress to intervene to bring back the former prosperity? We have shown that the credit of the Government was never better; that the infusion of the encouragement of the Government to a few great works of improvement would work a magical change in the confidence of the money-holders; that the circulation once started would rapidly put the whole laboring community at work again.

The opportunity being before it, what ought the government to do? We answer: pledge its credit to the extent of a hundred millions, or more, for the prosecution of some of the great works which will add to the public convenience and wealth. The objections commonly urged against this policy, and conspicuously by some of our New York dailies, are two: (1) That the public treasury is in no condition to extend this kind of aid; and (2) that it would inure to the benefit of some private party. A moment's examination will show how futile are both objections. What is the reason of the present depleted state of the Treasury, but the prostration of trade—a scanty consumption of taxable articles, growing out of the want of employment? Start the unemployed at work, and the revenues will again be ample.

But it is not necessary, nor is it contemplated, to take a dollar out of the Treasury. All that is needed, all that is asked, to carry forward at least one of the Pacific Roads, is that the government should lend its endorsement to an extent sufficient to assure the speedy completion of the enterprise, on which near twenty millions have already been expended. The government need not be asked for a dollar, even of interest, until the roads are built; and in all probability, not then, as the roads would then be able to earn it. This has been fully explained by Col. Scott and others to the Committee of the House.

The other objection goes too far, since if gov-

ernment was never to do anything which could profit an individual it must never do anything at all. We think the subsidiary reward which the builders of these roads would receive for their pluck, their energy, their experience, and the risks of large capital already invested therein, is extravagantly overstated by those who should know better; but admitting them to be large, (as they certainly deserve to be) the government is after all the greatest gainer; and the public are not taxed nor hurt in the least, but greatly benefited. With the railroads the public domain is worth something; without them it is useless. By them the forts on our frontiers are more easily kept up, our mails carried, and the exhaustless wealth of new territory opened to industry and trade. Notwithstanding the clamor, the nation never expended any money where it gained such large returns, nor where private parties got so little of it.

We call attention, however, to a series of coincidences which may illumine the motives of some of the loudest objectors to the policy of government doing something for the working man. A few years ago when it became apparent that the Central Pacific Road was a success, and might be made a source of profit to its owners; the dissensions in the management of the Union Pacific left an opportunity for the "bear" speculators of Wall Street to invite a series of attacks on the credit of the company, beginning with the despotic action of the Secretary of the Treasury and followed by what may be called the Credit Mobilier "raid." The ruse, for several reasons, succeeded better than might have been expected; and as a consequence there were extensive transfers of Union Pacific shares. In the course of time it so fell out that the interests of the Union Pacific Railroad and the Pacific Mail Steamship Company were clashing, and it became necessary to use the same machinery to depress the shares of the latter. The same "subsidy bribery" cry was started through the same newspapers; and ridiculous to say, diverted the minds of our representatives from their own proper business to that of examining the skirts of their fellows and clearing their own. The Northern and Southern Pacific Roads it is now foreseen may be competitors against the Union Pacific; and again the same organs of

mischievous are instructed to raise the same cries. It remains to be seen whether the success of these speculators will frighten Congress from its propriety as before.

Boston and Lowell Railroad.

The receipts from operations of this road for the years ending September 30, 1873 and 1874, were as follows:

	1873.	1874.
From passengers.....	\$582,622 46	\$566,828 10
" freight.....	753,878 63	699,259 96
" mails.....	6,405 96	9,058 62
" expresses.....	21,537 42	20,465 47
" miscellaneous.....	55,870 00	1,804 96
	\$1,420,314 47	\$1,296,917 11

Expenses:

Repairs of road.....	\$204,542 18	\$158,487 94
engines.....	58,162 17	46,414 10
cars.....	95,087 94	86,600 52
bridges.....	37,602 59	9,711 38
depots, etc.....	45,457 41	32,034 58
Fuel.....	144,305 84	155,589 48
Freight department and watch.....	124,387 81	122,734 24
Conductors, etc.....	42,023 05	46,959 83
Engine and firemen.....	64,816 14	65,762 28
Stationmen.....	28,481 07	31,434 35
Switch and gatemen.....	29,778 18	33,396 99
Office expenses.....	14,114 72	14,481 27
Advertising, etc.....	11,886 23	8,771 56
Gratuities & damages.....	12,476 62	13,815 97
Oil and waste.....	20,173 88	20,605 27
Removing ice and snow.....	7,287 77	6,566 62
Miscellaneous.....	33,806 26	39,963 65
	\$974,289 86	\$893,320 03

Net receipts.....	\$446,024 61	\$403,597 08
To which add accumulation of interest upon the sinking fund.....		8,923 34

Net income..... \$412,520 42

From which deduct—

Rents.....	\$73,186 83
Interest.....	96,523 66
Taxes and insurance.....	44,544 65
	214,255 14

Balance of net earnings..... \$198,265 28

The decrease of traffic revenue over last year is \$123,897 36, and the decrease in traffic expenses \$80,969 83. Two semi-annual dividends of 31 and 3 per cent respectively, have been paid, amounting to \$208,000; towards which \$9,734 72 has been drawn from the Contingent Fund. The report says:

The gross revenue is less than that of last year, by \$159,101 40. The freight revenue fell off, \$54,818 67. The passenger revenue fell off, \$15,794 36. The express revenue fell off, \$1,071 95. The payment of the 20 per cent scrip dividend from the sinking fund diminished the accumulation of interest on that fund, \$35,704 04. The premium on bonds sold last year amounted to, \$55,870 00. The mail and miscellaneous receipts increased this year, \$3,957 62. Miles run increased, 45,920. Passengers carried one mile increased, 473,554. Freight tons carried one mile decreased, 467,147.

More passengers have been carried this year than last, but owing to some slight reductions in tariff and to a larger proportion riding on season and other cheap tickets, they have produced less income.

In consequence of the depressed state of general business, the falling off in freight tonnage has been large; and this decrease of tonnage, together with the extremely low rate at which much of the Western business has been carried, and the reduction on coal freight made last summer, will account for the diminished receipts in that department.

For many years past we have had a steady gain

in the volume of our business, and the large expenditures made for its present and future accommodation have required that the aggregate of gross receipts should be fully maintained in order to secure the usual dividend. So great a falling off as seventy thousand dollars in the traffic of the year, could not fully be met by ordinary retrenchment of expenses. And although these have been greatly reduced, we have been compelled to lower the dividend, from eight to six and one half per cent. The results of the year seem, however, to demonstrate that the usual dividend can be made on the enlarged capital whenever business so far resumes its accustomed activity as to swell our receipts to their former magnitude and growth.

CONSTRUCTION ACCOUNT AND WORK.

Since the date of the last annual report, there has been expended on account of construction, \$406,521 47, of which \$207,000 was obtained from sales of stock, and the balance on notes. The purposes for which it has been expended are as follows:

For the completion of the land titles and the building contracts of the Boston passenger station and the bridge approach to the same.....	\$248,580 83
For land damages & building charges on the Mystic Branch.....	56,480 46
For building pier wharf and filling at Mystic River Quay.....	35,475 99
For land damages and completion of the Lexington Branch.....	21,986 10
For building purchased and work done on East Cambridge flats.....	10,717 41
For real estate and new buildings at various points.....	10,625 00
For new engines and cars.....	14,835 00
For improvements at Winchester.....	550 00
For Lawrence Branch.....	3,820 68
For right of Hall's signals.....	3,450 00
	\$406,521 47

The proposed branch to Lawrence, the construction of which was approved by the stockholders at the annual meeting of 1873, having become a necessity to protect us against competition at Lowell, by the Boston and Maine road, was opened by us on the second instant. It has been built as a branch to our road, as authorized under the General Law of 1874, at a cost of about \$50,000. The connecting line, over the Salem and Lowell and Lawrence Branches, has been put in first class condition, giving us a good connection between Boston and Lawrence, about one a half miles longer than the Boston and Maine road.

In Lowell, about one half mile of new branch has been laid, near the Tremont and Lawrence Corporations. New sidings have been put in and old ones lengthened, to the extent of about two miles, on our road and its connections and about three miles of track has been relaid with steel rails.

At the Mystic Quay, about one half acre of timber wharf has been built around the exterior wall, to allow the deep dredgings to be made, and the eight acres of wharf outside of Chelsea Bridge, has been surfaced up with gravel. About one half mile of new track has been laid upon the wharf. The dredging has steadily progressed through the season, and the material taken up has been used to fill the flats above the bridge. A small expenditure for surfacing with gravel, will now make about five acres above the bridge available for shipping purposes. This we expect to complete during the winter, and hope to find remunerative use for it another season.

A new and wider draw is being constructed in our freight bridge across Charles River, in compliance with the requirement of the Legislature, and the bridge is being widened to the capacity of four tracks.

An iron bridge has been erected to sustain our tracks over Washington street, in Somerville.

At Lowell, a new bridge of stone and iron is being constructed to sustain our tracks across the basin of Pawtucket Canal, between the Northern

and Merrimack street passenger stations. The two stone abutments, and the five stone piers have been completed. The iron trusses will be constructed during the winter.

The new and commodious freight house and the extensive freight tracks and grounds of the Nashua and Lowell Road at Lowell, intended for joint occupancy with this company, have been completed and put in use. New passenger stations have been built or are now under construction on this road at Willow Bridge in Somerville, and at East Woburn, and on our connecting branches at North Reading, Forge Village, and Wilton.

The rolling equipment has been increased by an addition of two new locomotives, besides two others purchased in exchange for old ones; by eleven new passenger and baggage cars, and about fifty new freight cars.

The vacuum brake has been attached to nearly all our passenger equipment. Electric block signals are being erected between Boston and East Woburn, to ensure safety in running our numerous trains, and particularly to guard against collisions at the junctions of the East Cambridge, Mystic, Lexington, Woburn and Stoneham Branches.

NEW LINES TO LOWELL AND LAWRENCE.

A branch road has been constructed, between Lowell and the Boston and Maine Road, near Ballardvale, forming a new line of communication between Lowell and Boston, about three miles longer than ours. It has been leased to the Boston and Maine Road for a long term of years, and was opened for public travel, on the second instant. Simultaneously with this opening, we put our Lawrence Branch in operation, and commenced to transact business between Lawrence and Boston, as an offset to the diversion from us at Lowell.

Before these rival lines were completed, an interview with the officers of the Boston and Maine Road, developed the desire of both parties, to avoid as far as possible, an unprofitable competition.

Negotiations were commenced for a friendly adjustment, and resulted in a contract, under which, the Boston and Maine Company agree to maintain our rates at Lowell, and to furnish us for a consideration, the use of their depots and other terminal facilities, in Lawrence. We, on the other hand agreeing to maintain their rates at Lawrence, and to furnish them for a consideration, the use of certain freight tracks in Lowell.

This contract is to continue for one year, and until three months notice of termination. It is hoped that it may prevent unnecessary waste of present income, and lead to beneficial results for both parties.

FUNDING THE DEBT.

The debt of the corporation, not represented by bonds, amounts to \$1,221,300 00, and is now carried on long notes, falling due at various times during the next five years. About \$300,000 is due before the close of 1875. In view of the great advantage of bonded loans, and of the opportunities afforded by the present easy money market, we recommend that the directors be authorized to issue, not exceeding \$500,000 of bonds of this corporation, having twenty years to run, at seven per cent interest, to be disposed of at such times and on such terms, not less than par, as they may order, and that the proceeds be applied in liquidation of this debt.

THE PARTNERSHIP BETWEEN THE BOSTON AND LOWELL AND NASHUA AND LOWELL ROADS.

The working operations of this company were united with those of the Nashua and Lowell Railroad Company, by an experimental contract made in 1857, and renewed in 1858, for twenty years. Since then, the two roads with their respective branches, have been worked as one.

The combination embraces the roads of six small railroad companies in Massachusetts, and three in New Hampshire. The Boston and Lowell puts in its main road, with its Mystic, its Woburn, its Stoneham and its Lexington Branches, and its leases of the Lowell and Lawrence, the Salem and

Lowell, and Middlesex Central Roads. The Nashua and Lowell puts in its main road, and its leases of the Stony Brook, the Wilton, and the Peterborough Roads.

Experience has demonstrated that when separate, these fragmentary roads were weak and unable to cope with their more powerful neighbors, or to operate with economy or efficiency; while together, they have for a series of years been able to sustain a high degree of efficiency and a commanding position. Their condition separately, before the union, is illustrated by reference to the stock lists of 1856, when the Boston and Lowell sold for about fifty, and the Nashua and Lowell for about seventy cents upon the dollar.

As the time draws near when the present union must terminate by its own terms, and the possibility of its extension would be uncertain under existing laws, it has become a matter of anxiety to the directors to devise some way of perfecting a safe and legal permanent union between these almost inseparable interests. With this view, authority was obtained from the Legislature of Massachusetts to unite the Boston and Lowell, and Nashua and Lowell Companies and to absorb the Massachusetts branches in one corporation.

The Legislature of New Hampshire, at its last session, confirmed so much of this authority as relates to the Nashua and Lowell Road in that State, and a legal union can now be consummated by agreement of parties.

In the opinion of your directors, such a union is not only expedient, but is of vital importance to the interest of both parties, and should be delayed no longer than may be necessary to perfect an agreement upon equitable terms. The legislative authority granted by Massachusetts, expires in May next. It is the intention of your directors, in conjunction with the directors of the Nashua and Lowell Road, to call special meetings of the respective corporations at some early day, to take this subject into consideration and to act upon it, as may then be determined.

TREASURER'S BALANCE SHEET, Sept. 30, 1874.	
Construction and equipment	\$2,845,925 59
East Cambridge Flats	109,310 78
Mystic River Quay	307,338 15
Mystic River Railroad	209,896 46
Stoneham Branch Railroad	50,000 00
Lexington and Arlington Railroad	318,719 20
Improvements in Boston	1,321,323 27
Improvements in Winchester	39,827 50
Trustee of stock in Salem and Lowell, and Lowell and Lawrence Railroads	345,674 00
Sinking fund	154,158 91
Working materials	187,223 94
Nashua & Lowell Railroad account, Mystic River Quay	28,675 00
Suspense account	15,000 00
Cash	241,969 07
Lawrence Branch	3,820 68
Hall's Railway Signals	3,450 00
	\$6,181,812 55

Capital stock	\$3,200,000 00
Bonds due 1879	200,000 00
" 1892	999,500 00
Notes payable	1,221,300 00
Contingent fund	418,791 69
Salem and Lowell Railroad	2,187 50
Unclaimed dividends and coupons	3,050 86
Coupon No. 20, bonds of 1879, due October 1, 1874	6,000 00
Coupon No. 5, bonds of 1892, due October 1, 1874	34,982 50
Dividend No. 76, due January 1, 1875	96,000 00
	\$6,181,812 55

President.—F. B. CROWNINSHIELD.

Directors.—Francis B. Crowninshield, Josiah G. Abbott, Hecum Hosford, William A. Burke, George Stark.

Gen'l Manager.—GEORGE STARK.

Superintendent.—JOHN B. WINSLOW.

Treasurer.—C. E. A. BARTLETT.

Illinois Central Railroad Company.

REPORT OF THE DIRECTORS.

This Company's obligation to set aside the proceeds of the Land Sales to the payment of the Construction Bonds has been fulfilled. From the receipts of the last year \$367,856 47 was applied to the payment of the balance of Bonds not previously provided for in Sinking Fund. The proceeds of 299,565 acres of land on hand, and \$1,007,569 78 of Notes Receivable for lands sold, will pass, as realized, to the General Account.

Recently an important decision of the Supreme Court of Illinois has confirmed the Company's action regarding the disposal of its lands and has set at rest questions adverse to its interests which had arisen in the State Legislature. The Land office in 1874 collected \$408,670 89, its expenses, were \$40,814 42, leaving \$367,856 47, and 34,173. 83 acres of land were sold for \$267,652 33. At the end of the year 156,409.59 acres were under contract with \$1,007,509 78 due thereon to the Company, and 299,065.85 acres of the original grant were on hand for sale.

A General Mortgage has been placed upon the Railway, limited at \$15,000,000. It secures the \$958,400, (\$4,792,000) Five per cent Bonds and also provides for the \$5,000,000 Six per cent Bonds. For the additional \$5,000,000 permitted under the Mortgage, there is no immediate requirement.

The Directors announce a more satisfactory net result from the traffic in 1874, than for several years previous. The Interest on the Debt and Dividends of Eight per cent on the shares, have been derived from the Traffic. The Net Traffic was \$2,775,362 78, balance Interest Account \$413, 610 20, Dividends \$2,165,533 79, leaving to credit of Income Account \$196,218 79.

This concludes the first year of working freight south by Rail from Cairo. The experiment has been successful, although, owing to political troubles in the South, the volume of business has not been so large as in previous years. The bulk of the freight from Cairo is directed by Rail, and is leaving the River. The Southern Lines are scantily supplied with Rolling Stock. The business was interrupted by the freshet in the Spring and generally impeded by the incomplete condition of the Southern Railways. In spite of these drawbacks, the traffic is remunerative and gaining. Cairo is now the centre of an established trade to and from the South chiefly tributary to our Line, which is more direct than any other. The advantage of this Rail communication over that by River has been so marked, that the future of the New Orleans Line seems well assured. The parties interested will, without doubt during the year, obtain the means to discharge their obligations, and equip the Line in some measure corresponding to the traffic furnished it by this new Northern connection.

The payment of the Redemption Bonds which mature April 1st has been provided for by the sale of \$500,000 of twenty year bonds bearing the same interest of Six per cent. Five thousand tons more of Steel Rails have been purchased, making 10,000 tons to be laid in the Spring.

The Board has the satisfaction to report a contract for the use of our Depot Grounds and track by the Baltimore and Ohio Railroad Co., entering on our Line ten and one half miles south of Chicago.

The Working Stock of Supplies including 5,000 tons of Steel Rails on hand the 31st December was \$1,117,892 91. The Cash assets \$1,940,574 53.

The debt of this Company on the 1st April next will be \$2,500,000, 6 per cent Currency Bonds due in 1890, \$500,000, (\$2,500,000) 6 per cent Sterling Bonds due in 1895, and \$958,400, (\$4,792,000) 5 per cent Bonds due in 1903; and it holds \$4,842,000 of New Orleans, St. Louis and Chicago R. R. Bonds to offset the Five per cents. The amount of Share Capital and Six per cent debt is \$34,000,000. At the close of 1864 the sum of the Share Capital and debt was \$34,209,110. Meanwhile \$6,489,880 has been added to the property in outlays on the road and plant.

The General Balance sheet of the Company is

submitted herewith together with statements in detail of our business for the past year.

The Annual Meeting of the shareholders will be held the last Wednesday in May.

GENERAL BALANCE SHEET.

Permanent Expenditures Illinois ..	\$35,856,482 02
Permanent Expenditures, Iowa ..	308,858 65
	\$36,165,290 67

Working Stock of Supplies	\$707,344 49
Steel Rails on hand	410,548 42
	1,117,892 91

Seven per ct. Gold Bonds of the New Orleans Line, Assets in Sinking Fund against Illinois Central 5 per cent Bonds, issued in exchange therefor	4,842,000 00
Cash Assets	1,940,574 53
Miscellaneous Assets	446,068 80
	\$44,511,826 91

Shares	\$29,000,000 00
--------------	-----------------

Funded Debt—

7 per ct. Construction Bonds due April 1st 1875	\$2,420,000 00
---	----------------

6 per ct. Construction Bonds due April 1st 1875	315,000 00
---	------------

	\$2,735,000 00
--	----------------

Construction Bond Fund	2,735,000 00
------------------------------	--------------

Sterling Redemption Bonds due April 1st 1875, 6 per cent	\$2,500,000 00
--	----------------

Currency Redemption Bonds due April 1st 1890, 6 per cent	2,500,000 00
--	--------------

	5,000,000 00
--	--------------

Sterling 5 per cent Bonds issued in Exchange for Bonds of the New Orleans Line \$958,400	\$4,792,000 00
--	----------------

Redeemed in 1874 by Sinking Fund \$10,000	50,000 00
---	-----------

	4,842,000 00
--	--------------

Surplus, (exclusive of 299,065.85 acres of land and \$1,007,509 78 Land Notes)	5,473,608 12
--	--------------

Surplus Income of 1874	196,218 79
------------------------------	------------

	44,511,826 91
--	---------------

By order of the board,

L. A. CATLIN, Secretary.

New York, January 28th, 1875.

Miller's Patent Platform and Coupling.

The Report of J. E. Wooten, Esq., General Superintendent of the Philadelphia and Reading Railroad, has just been published. It says:

The cost of repairs to passenger cars has been in excess of that of the previous year, 1873, which is due to the application of the Miller Patent Platform and Coupling to 71 cars at the cost of nearly \$14,000. This expenditure has been fully justified by the increased safety and steadiness of movement which attend the use of the Improvement upon the cars to which it has been applied, and the general superintendent feels warranted in recommending that its use be extended to all the passenger cars owned by the company. Throughout the year the passenger trains have been moved with regularity and dispatch, and with entire freedom from accident. This is particularly gratifying and surprising when it is stated that 6,964,869 passengers were carried without injury to any of them.

Mr. Calvin A. Richards has been appointed President of the Metropolitan (Boston) R. R. Co., vice Mr. John W. Draper, resigned.

Toledo, Wabash and Western Railway.

The Toledo, Wabash and Western Railway Company, being unable, owing to diminished earnings and its floating debt, to meet the interest which fell due on the 1st of February, have issued a circular to the bondholders and creditors, from which we extract the following:

1st. The holders of first mortgage bonds on the main line shall be asked to fund one year's coupons, in funding certificates bearing 7 per cent interest. The principal payable at the pleasure of the company after three years and not longer than six years.

2d. The holders of Decatur and East St. Louis bonds shall be asked to fund one and one half year's coupons in similar certificates.

3d. All other bondholders shall be asked to fund two years' coupons in funding certificates bearing 7 per cent interest—the principal payable at the pleasure of the company after five years and not longer than ten years.

4th. Holders of the bonds of all the leased lines shall be asked to fund two years' coupons, in similar funding certificates, payable at the pleasure of the several companies, after five years and not longer than ten years. Said certificate to be guaranteed by the Toledo, Wabash and Western Railway Company by special endorsement.

5th. All coupons payable in gold to be funded in certificates, payable principal and interest in gold.

6th. The holders of floating debt (not including those heretofore excepted), shall be asked to extend their debt 12, 15 and 18 months, interest payable semi-annually. The principal to be paid sooner if the company is able.

7th. All the above propositions to be offered on conditions that majorities of each interest before named (or sufficient to prevent a foreclosure) shall agree.

8th. That a sinking fund of five per cent per annum on the total amount of each class of funding certificates is hereby pledged to be paid to the Metropolitan National Bank of New York, for the purchase of certificates, by advertisement, to the lowest bidder. The first sinking fund payment to be made on or before January 1, 1876.

The circular also says: "This company's road has earned over six million dollars gross in each of two former years, and the Board sees no reasons why it cannot earn in future as much or more, and with the excellent condition of the line, with the economies now introduced, they believe that if the terms now proposed shall be accepted, the company will soon reach a sound financial condition."

Boston, Barre and Gardner Railroad.

From the report of the directors of this company, just issued, it appears that the income for the year ending September 30, 1874, amounted to \$111,505, and the expenses to \$84,556, making the net income \$27,093, which is an increase of \$15,708 over the previous year. The report says:

The Directors have taken a permanent lease of the Monadnock Railroad, extending from Winchendon to Peterboro', N. H., sixteen miles, and bought the rolling stock and fuel on hand at its appraised value. Immediate profit from this lease is not expected, but it is deemed very important to secure to the Boston, Barre and Gardner road and to the city of Worcester, its largest stockholder and main dependence, the business naturally belonging to it.

By a supplementary agreement with the contractor who had agreed to build the ten miles from Gardner to Winchendon, the road was taken off his hands in an unfinished state and \$14,000 deducted from the contract price. The amount of \$10,290.50 has been expended toward completing the extension to its present terminus, about one third of a mile short of its final terminus. The connection with the Cheshire Railroad for the nine

months run to Winchendon has added new and important business to both roads.

It will cost \$100,000 to connect the road with the union passenger station at Worcester, as required by legislative enactment, and it will be for the annual meeting of the stockholders to decide whether they will increase the capital stock or adopt some other means to meet this indispensable outlay.

The Great Southern Railway.

The people of Florida seem to have come to the conclusion that the best way to "re-construct" their State is to build Railways through their rich timber and agricultural regions and thereby encourage emigration and develop business, and attend to politics afterwards. We take the following from the "Florida Union," of the 21st ult.:

WHAT WE MEAN WHEN WE SAY BUILD THE GREAT SOUTHERN RAILWAY.

We mean seven hours in time between Jacksonville and Savannah, forty eight hours to New York, and seventy eight hours from Havana to New York.

We mean that the building of the northern section of this road alone will make Jacksonville one of the largest cities in the South; will make it the great city of this State; its population will be largely increased; its business and wealth will be greatly augmented.

We mean that the building of this road will cause the building of cities, towns and villages the entire length and breadth of our State; will bring wealth and population here permanently, and will increase the transient winter travel to an extent far beyond the wildest dreams of our most sanguine people.

We mean that the building of this road will provide a way for our fruit growers to get their productions to market earlier in the season, quicker and cheaper than from any other section of this country. It is only necessary to know one half of the improvements and investments that are now being made in the country south of us to establish the fact of the absolute necessity of this road.

We mean that the building of this road implies the building of depots, saw mills, cotton factories, sugar mills, etc., along its line. The introduction of immigrants and their location in colonies, not entirely of people from the North, but hard fisted, hard working men and women from abroad, from a climate similar to what we have here in its productions; people who want to come here now, but dare not do so until assured of a sufficient amount of work to sustain themselves until they can raise enough to take care of themselves. This the railroad company can do by furnishing them with labor during the construction of their road, and can do it on a large scale, and we understand that this is part of their programme.

In fact we say that this road is our great necessity; that with quick and cheap transportation the whole problem of the settlement and civilization of our State will be solved. That this railroad built means all and more than we have said or can say at present. Therefore, let us aid and assist this great enterprise in every public way. If we have but little money to spare, let us give that little. Let us give the men who are at work, or who are working for us as well as for themselves, good words, good council and encouragement, and let us show that we appreciate their efforts; that we will put our shoulders to the wheel, and not stand by and call upon the gods to help us without our first trying to help ourselves.

By the annual report of the Commissioners of the Boston, Hartford and Erie Railroad Sinking Fund, the fund amounted to \$852,734.43 on the 1st of January, 1875.

The Egyptian papers announce the opening to traffic of the new railway from Cairo to Siout.

Summit Branch Railroad.

The annual report of the Summit Branch Railroad Company recently issued, shows a result more pleasing than might have been expected, considering the pressure brought to bear on all outside corporations by the Associated Companies, and which this Company propose to avoid in the future by shipping their Coal over the Pennsylvania Railroad by cars already built and in use, and from their piers at Greenwich, below Philadelphia. Some 2000 shares of the Lykens Valley Co. stock is still outstanding. The merging of the two Companies is not fully complete, and the report only includes the business of the Summit Branch Railroad Company as before. Their shipments have been 223,410 tons and the Lykens Valley Company's somewhat larger. After paying the amount reserved from the tunnel contract, and for various other permanent improvements, the balance passed to income account is \$266,953.89, making that account for the year \$526,395.32.

This amount is sufficient, after paying the dividends declared during the year, to pay all the outstanding 6 per cent. Bonds due in July next, with interest accruing at that time on the old and new Bonds, and leave a balance on hand sufficient for working capital. So that the Directors feel that with the additional facilities given for marketing the Coal future dividends should be not only regular but more satisfactory to the stockholders.

A letter to the Baltimore Sun from Cumberland, Md., says the shipments of Cumberland coal during the year 1874 amounted to 2,323,195 tons and 12 cwt., a decrease compared with the year 1873 of 241,559 tons 7 cwt. By Chesapeake and Ohio canal, decrease 12,884 tons 15 cwt.; by railroads, decrease 244,244 tons 12 cwt. Baltimore and Ohio railroad decrease, 196,883 tons 4 cwt.; Pennsylvania railroad decrease, 47,361 tons 8 cwt. Total shipments during the year by canal 767,097 tons 8 cwt.; by Baltimore and Ohio railroad, 1,488,415 tons 5 cwt.; by Pennsylvania railroad, 67,082 tons 19 cwt.

An arrangement has been effected between prominent railroad officials by which Kansas City secures one of the most direct and important lines of road centering within its limits. The arrangement consolidates the Midland road, just completed to Topeka, with the Atchison, Topeka and Santa Fe road, and places the two under one management. The arrangement went into effect on the 1st of January. Trains run to Granada, Colorado, from which point the road is being pushed on with vigor to Pueblo.

From the message of Governor Howard, of Rhode Island, we learn that the State debt of Rhode Island amounts to \$2,563,500, and there are \$600,000 in the Treasury. The State bonds are held at a price above par, and the Governor has exercised the discretion given him by the General Assembly, in not purchasing. The expenditures for public schools have been \$690,857.53, and the receipts from State and town appropriations, and other sources, \$745,769.60.

Three new powerful locomotives for the Pennsylvania Railroad Company will soon be ready for use at Bordentown, N. J.

The Coal Trade.

The entire shipments of anthracite coal for the week ending January 23, are stated by the Philadelphia Ledger at 124,984, against 180,893 in corresponding week last year, and 1,067,599 for the new year against 1,148,990 to same date in 1874. The bituminous tonnage for the week is 35,566 tons, and for the year 96,797 tons, against 104,877 tons to corresponding date last year. The total of both kinds of coal for the week is 160,550 tons, and for the year 1,164,396 tons, against 1,254,867 tons to same time in 1874, being an increase of 90,471 tons. The quantity of coal and coke transported over the Pennsylvania Railroad for the last week was 53,793 tons, and for the year 99,488 tons. Of this aggregate 78,023 tons were coal and 21,465 tons coke. At Port Richmond for the week ending the 30th ultimo the receipts of coal were none and the shipments 4000 tons, leaving 120,500 tons on hand.

Statement of the Public Debt of the United States February 1, 1875.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$200,000 00	\$1,083 33
6 per cent. 1881 bonds, 1881.....	18,415,000 00	92,075 00
6 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	946,606 75
6 per cent. 5-20 bonds, 1862.....	111,116,750 00	1,666,751 25
6 per cent. 1881 bonds, 1863.....	75,000,000 00	375,000 00
5 per cent. 10-40 bonds, 1864.....	194,567,300 00	4,053,485 42
6 per cent. 5-20 bonds, 1864.....	946,600 00	14,199 00
6 per cent. 5-20 bonds, 1864.....	58,046,200 00	870,993 00
6 per cent. 5-20 bonds, 1865.....	152,534,350 00	2,288,015 25
6 per cent. consols, 1865.....	202,663,100 00	1,013,315 50
6 per cent. consols, 1867.....	310,622,750 00	1,553,113 75
6 per cent. consols, 1868.....	37,474,000 00	187,370 00
6 per cent. funded loan of 1881	367,197,900 00	4,589,975 75
Aggregate of debt bearing coin interest.....	\$1,719,110,300 00	\$17,556,407 00
Interest due and unpaid.....		8,902,273 31
DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$35,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	11,300 00
Aggregate of debt bearing interest in lawful money.....	\$14,678,000 00	\$46,300 00
Interest due and unpaid.....		
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	223 60
5 per cent. Texas indemnity bonds, 1850.....	172,000 00	9,300 00
5 per cent. bonds, of 1859.....	20,000 00	
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	10,233,350 00	10,615 30
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per cent. treasury notes, 1861.....	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	18,100 00	1,278 95
5 per cent. 1 year notes, 1863.....	69,225 00	3,473 35
5 per cent. 2 year notes, 1863.....	50,400 00	3,231 35
6 per cent. compound interest notes, 1863-64.....	386,330 00	77,456 04
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	212,700 00	16,250 37
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.....	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$11,343,260 26	\$191,120 12
DEBT BEARING NO INTEREST.		
	Amount Outstanding.	Interest.
Demand notes, 1861-62.....	\$72,147 50	
Legal tender notes, 1862-63.....	382,000,000 00	
Certificate of deposit.....	45,405,000 00	
Fractional currency, 1862-3-4.....	45,037,074 67	
Coin certificates, 1863.....	24,655,300 00	
Unclaimed interest.....		22,124 84
Aggregate of debt bearing no interest.....	\$497,169,522 17	\$22,124 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,157,055,100 00	
Bonds at 5 per cent.....	562,025,200 00	
	\$1,719,110,300 00	\$26,648,680 31
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$14,678,000 00	46,300 00
Debt on which interest has ceased since maturity.....	11,343,260 26	191,120 12
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$382,072,147 50	
Certificates of deposit.....	45,405,000 00	
Fractional currency.....	45,037,074 67	
Coin Certificates.....	24,655,300 00	
	\$497,169,522 17	
Unclaimed interest.....		22,124 84
	\$2,242,301,082 43	\$26,908,225 27
Total debt, principal and interest, to date, including interest due and unpaid.....		\$2,269,209,307 70
AMOUNT IN TREASURY.		
Coin.....	\$69,465,084 88	
Currency.....	10,343,050 53	
Special deposit held for redemption of certificates of deposit as provided by law.....	45,405,000 00	
	\$125,213,135 41	
Debt, less amount in Treasury, Feb. 1, 1875.....	\$2,143,985,972 29	
Debt, less amount in Treasury, on the 1st ult.....	2,142,598,302 02	
Increase of debt during the past month.....	\$1,397,870 27	
Decrease of debt since June 30, 1874.....	907,931 13	
BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.		
INTEREST PAYABLE IN LAWFUL MONEY.		
	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$129,425 60
Kansas Pacific bonds, 1862-64.....	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.....	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-64.....	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	8,141 60
Totals.....	\$64,623,512 00	\$323,117 56
Interest paid by United States, \$26,264,102 34; interest repaid by transportation of mails, &c., \$5,621,655 91; balance of interest paid by United States, \$20,661,936 43.		

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, January 21, 1875.

B. H. BRISTOW,
Secretary of the Treasury.

Steel vs. Iron Rails.

W. Lorenz, Esq., Chief Engineer of the Philadelphia and Reading Railroad, in his recent Annual Report to the President, says:

The gradual substitution of steel rails for iron on the main line and the portions of the laterals most exposed to wear, has reduced the roadway expenses and renewal of rails to such an extent, that whereas in 1873 the removal of railroad iron from the main tracks of the line amounted to 12,504 tons (a considerable reduction from the year 1872), only 7682.5 tons were taken away during the year 1874. The balance of the steel rails laid in 1867, in one of the most trying places in Reading, amounting to 1008 lineal feet, has been removed from the main track and placed in sidings, after having done service for nearly seven years; whereas the life of an iron rail at the same place never exceeded four months. During the past year there has been substituted 13 miles of steel rail track for iron track, so that the company is now using steel rails equivalent to 92 miles of track. Of the 92 miles of steel track in use last year, a little less than two tenths miles have been removed, or less than one quarter of one per cent. Such an exhibit shows the great superiority of steel over iron rails. Nearly all of the steel-headed rails laid previous to 1873 have been removed from the track—experience having shown that this description of compound steel and iron rails is utterly unfitted to withstand the wear of a heavy traffic.

The receipts of the Providence, Warren and Bristol Railroad for the year ending September 30, 1874, were \$111,219 10 against \$113,504 76 for the previous year, a decrease of \$2,287 66. The gross expenses, including interest paid, were \$32,455 95 against \$189,717 12 for the previous year, a decrease of \$17,261 17. During the year \$10,500, the amount of debts of the corporation secured by mortgage of the property of the corporation has been paid, leaving \$50,000 of funded debt in bonds which mature in 1877.

For Railroad Purposes.

STEEL STAMPS, LETTERS AND FIGURES,

of every description, and for all purposes. Made by

RICHARD H. ROGERS,

Die Sinker and Letter Cutter,

No. 50 Fulton Street, New York.

Name Punches, Alphabets, Figures, and every variety of Steel Stamp Work for

RAILROAD PURPOSES

Established 25 years. Orders and inquiries by mail promptly answered.

**TWO MILLION
FIVE HUNDRED THOUSAND
DOLLARS**

Will be distributed in 20,000 Cash Gifts at the Fifth and Last Gift Concert in aid of the

PUBLIC LIBRARY OF KY.

FEBRUARY 27, 1875.

POSITIVELY NO POSTPONEMENT.

A DRAWING ON 27TH, OR

MONEY REFUNDED.

POSITIVELY LAST CHANCE.

POSITIVELY LAST CONCERT.

Whole Tickets, \$50; Halves, \$25; Tenths, \$5.

Apply to THOS. E. BRAMLETTE, Agent, Louisville, Ky., or THOS. H. HAYS & CO., 609 Broadway, New York.

PUBLIC LIBRARY OF KENTUCKY.

Death of Gov. Bramlette—Action of the Trustees—A Successor appointed—No More Postponements—Drawing Certain February 27th.

At a meeting of the Trustees of the Public Library of Kentucky, Jan. 16, 1875, it was resolved that C. M. Briggs, Esq., who under the late Hon. Thos. E. Bramlette was the real business manager of the gift concerts already given in aid of the Public Library of Kentucky, be and he is hereby authorized to take the place made vacant by the death of said Bramlette, in the management of the affairs of the fifth and last gift concert, and that the drawing announced for February 27, 1875, shall positively and unequivocally take place on that day without any further postponement or delay on any account whatever.

R. T. DURRETT, Pres.

JOHN S. CAIN, Secretary.

Hereafter all communications relating to the 5th Concert should be addressed to the undersigned, and I pledge myself that the drawing shall come off February 27th or that every dollar paid for tickets shall be returned.

C. M. BRIGGS, Agent and Manager,
Room 4, Public Library Building,
Louisville, Ky.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,293,957	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,872,632
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,314,000	1,253,000	14,405,479
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,997	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	967,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,872,632
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,343	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,585	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334	339,445	336,748	313,423	.....
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,893	1,820,755	1,879,763	1,825,629	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,545,379	1,546,174	1,605,138	1,667,995	.....	.....	.....
Illinois Central:													
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,257	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	611,491	538,668	567,554	580,921	647,592	678,728	624,191	708,808	763,106	804,097	642,238	.....	.....
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,217	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,385	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,545	1,593,827	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta & Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,675
1874.....	171,028	144,215	161,031	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,099,290
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,088,117
1873.....	379,836	440,261	567,314	556,180	548,058	480,028	457,853	452,330	617,391	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,038	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021	309,597	296,013	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190				

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,280,000	J. & J.	Jan. '75 34	Long Island.....50	3,000,000	M. & S.	May '73 10s	Vermont and Mass*.....100	\$2,860,000	A. & O.	Oct. '74 2
Allegheny Valley.....50	2,266,350	J. & J.	July '74 4	Louisv., Cin. and Lex*.....50	1,623,483	J. & J.	July '69 3	Warren (N. J.).....100	1,800,000	J. & D.	Dec. '74 3
Atlanta and West Point.....100	1,232,200	J. & J.	July '74 4	u " pref.100	848,700	J. & J.	Jan. '74 4	Warwick Valley.....100	225,000	A. & O.	Apl. '72 24
Atlantic and Gulf.....100	3,093,200	J. & J.	July '74 4	Louisville & Nashville.....100	8,980,600	F. & A.	Feb. '74 4	West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
u " guar.100	786,476	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi.100	3,006,000	J. & D.	Dec. '70 3	Winchester & Potomac*100	180,000	J. & J.	Jan. '75 3
Atlantic and St. Law*.....100	39,494,900	M. & S.	Sept. '74 2	Lowell and Lawrence.....100	200,000	A. & O.	Oct. '74 3	Winchester & Strasburg*100	500,000	J. & J.	Jan. '75 34
u " new 1870.100	1,500,000	J. & J.	Sept. '74 2	Lykens Valley.....20	600,000	F.M.A.N.	Feb. '75 24	Worcester and Nashua. 75	1,739,800	J. & J.	Jan. '75 15
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Jan. '75 ..	Macon and Western.....100	2,500,000	J. & J.	July '73 5	HORSE-POWER R. R.			
Baltimore and Ohio.....100	13,151,962	M. & N.	Nov. '74 5	Maine Central.....100	3,400,500	M. & N.	Nov. '74 5	Albany City.....100	110,300	J. & J.	Feb. '75 6
Washington Br. pref. 50	1,657,000	A. & O.	Oct. '74 5	Manchester and Law.....100	1,000,000	M. & N.	Nov. '74 5	Baltimore City.....100	802,000	J. & J.	Feb. '75 6
Parkersburg Br. pref. 50	600,000	J. & J.	Jan. '75 12	Marietta & Cincinnati.....50	1,372,891	M. & N.	Nov. '74 5	Bleeker St. & F. Fy. (N.Y.)100	900,000	J. & J.	Feb. '75 6
Berkshire.....100	250,000	J. & J.	Jan. '75 12	u " 1st pref. 50	8,130,719	M. & S.	Sep. '66 34	Boston and Chelsea.....100	110,000	A. & O.	Oct. '74 4
Boston & Corning*.....50	10,841,100	M. & N.	Nov. '74 5	u " 2d pref. 50	4,460,368	M. & S.	Sep. '66 34	Broadway (Brooklyn).....100	200,000	J. & J.	Apl. '73 8
Bos., Cin. & Fitchb. pref.100	633,200	J. & J.	Jan. '75 3	Massachusetts*.....100	400,000	F. & A.	Feb. '75 3	Broadway & 7th Av. (N.Y.)100	2,100,000	J. & J.	Jun. '70
Agricultural Br. guar.100	50,000	J. & J.	Dec. '74 3	Memphis & Charleston* 25	5,312,725	J. & J.	Jan. '75 34	Brooklyn City.....100	1,500,000	F.M.A.N.	Feb. '75 3
Boat, Con. & Mont. pref.100	800,000	M. & N.	Nov. '74 2	Michigan Central.....100	18,738,204	J. & J.	Jan. '75 34	Brooklyn City & Newt.100	600,000	J. & J.	July '70
Boston and Lowell.....500	3,921,274	J. & J.	Jan. '75 3	Mill Creek & Mineh. 1. 50	323,375	J. & J.	Jan. '75 34	Brooklyn City & Jamaica.....100	488,100	J. & J.	July '71 24
Boston and Providence.....100	4,000,000	M. & N.	Nov. '74 5	Milwaukee and St. Paul.....100	15,398,281	F. & A.	Aug. '74 34	Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 24
Buffalo, N. Y. & Erie*.....100	5,636,000	F. & A.	Aug. '74 34	M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '75 4	Cambridge.....100	727,800	A. & O.	Oct. '74 4
Burlington and Mo. Riv.100	1,485,900	M. & S.	Sept. '74 5	Morris and Essex*.....50	14,008,100	J. & J.	Jan. '75 4	Can. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '74 4
Camden and Amboy*.....100	5,847,800	J. & J.	Oct. '74 24	Nashua and Lowell.....100	800,000	F. & A.	Nov. '74 5	Citizens' (Phil.).....50	500,000	J. & J.	Jan. '75 9
Camden and Atlantic.....50	763,549	J. & J.	Oct. '74 24	Naugatuck.....100	1,881,900	M. & N.	Aug. '74 54	Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
u " pref. 50	1,020,330	J. & J.	Oct. '74 24	Nesquehoning Valley*.....50	1,000,000	M. & S.	Sep. '74 5	Coney Island & Brookl. 10	500,000	J. & J.	Feb. '74 2
Cape Cod.....100	447,000	J. & J.	Dec. '74 5	Newark and N. York*.....100	977,400	J. & J.	Jan. '75 34	D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N.	Feb. '74 2
Cape May and Millville* 50	423,900	J. & J.	Dec. '74 5	N. Bedford.....100	1,678,000	M. & N.	Nov. '74 4	Elizabeth and Newark.....100	200,000	J. & J.	Jan. '75 34
Catawissa.....50	1,169,500	M. & N.	Nov. '74 5	N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Jan. '75 34	42nd St. & G. St. Ferry.....100	748,000	J. & J.	Jan. '75 34
Cayuga and Susq*.....50	2,200,000	M. & N.	Nov. '74 5	N. Haven & Northamp.100	605,000	J. & J.	Sep. '72 3	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '75 6
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Feb. '75 1	New Jersey*.....100	1,295,200	J. & J.	Jan. '75 24	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '75 3
u " pref.100	769,000	F. & A.	Feb. '75 1	New London Northern*100	1,418,800	J. & J.	Jan. '75 2	Girard College (Ph.).....50	500,000	J. & J.	Jan. '75 3
Central of Georgia.....100	4,666,800	J. & J.	July '73 5	N. Y. Cen. & Hudson R.100	89,428,330	J. & J.	Jan. '75 2	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central of New Jersey.....100	20,000,000	J. & J.	July '73 5	N. Y. and Harlem.....100	1,500,000	J. & J.	Jan. '75 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '75 4
Central Ohio.....50	2,425,000	J. & J.	Dec. '74 3	N. Y., N. H. & Hartf.100	15,500,000	J. & J.	Jan. '75 5	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
u " pref. 50	409,000	J. & J.	Dec. '74 3	N. Y., Provid. & Boston.....100	2,500,000	J. & J.	Jan. '75 24	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Central Pacific.....100	54,275,500	J. & J.	Aug. '74 54	Nig. Bridge & Canard*100	1,000,000	J. & J.	Jan. '75 3	Lynn and Boston.....100	200,000	J. & J.	Jan. '75 34
Chemung*.....100	2,800,000	J. & J.	Jan. '75 14	North Carolina*.....100	111,000	M. & N.	May '67 4	Malden and Melrose.....100	200,000	J. & J.	Jan. '75 34
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '75 14	N. Eastern (N. C.) pref.100	3,475,500	M. & N.	Feb. '75 5	Metropolitan (Boston).....50	1,500,000	J. & J.	Jan. '75 34
Chicago and Alton.....100	2,425,400	M. & S.	Sep. '74 5	North Pennsylvania.....50	3,475,500	M. & N.	Feb. '75 5	Middlesex (Boston).....100	400,000	M. & N.	Nov. '74 3
Chicago, Burl. & Quincy.....100	19,897,000	M. & S.	Sep. '74 5	Northern Central.....50	5,842,000	J. & D.	Dec. '74 34	Ninth Avenue (N. Y.).....100	797,320	J. & J.	Jan. '75 6
Chicago, Iowa & Western*100	8,916,200	M. & S.	Sep. '74 5	N. rhern N. Hampsh.100	3,068,400	J. & D.	Dec. '74 34	Orange and Newark.....100	282,555	J. & J.	Jan. '75 5
Chicago & N. Western.....100	14,993,000	J. & J.	Dec. '74 3	Northern New Jersey*100	1,000,000	J. & J.	Jan. '75 4	Philadelphia City.....50	750,000	J. & J.	Jan. '75 5
u " pref.100	21,434,113	J. & J.	Dec. '74 3	Norwich & Worcester*100	2,804,400	J. & J.	Jan. '75 5	Philadelphia and Darby 25	200,000	J. & J.	July '71 2
Chicago, R. I. & Pacific.....100	19,000,000	A. & O.	Apr. '74 4	Ogdeneb. & L. Champ.100	2,977,000	J. & J.	Jan. '75 3	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '75 24
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apr. '74 4	Ohio and Mississippi.....100	20,000,000	A. & O.	Oct. '74 4	Pbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Cin., Sand. and Cleve*.....50	2,980,550	M. & N.	Nov. '74 2	u " pref.100	4,030,000	J. & J.	Dec. '72 34	Second Avenue (N. Y.).....100	888,100	J. & J.	Oct. '73 2
Clev., Col. & Ind. Ind.100	14,991,275	F. & A.	Feb. '75 4	Oil Cr. & Allegheny R. 50	4,359,450	J. & J.	Jan. '74 3	Second & Third St. (Ph.) 10	962,100	J. & J.	Jan. '75 6
Cleveland & Mahoning*.....50	2,057,500	M. & N.	May '74 34	Old Colony & Newport.....50	6,637,300	J. & J.	Jan. '75 34	Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Cleveland & Pittsburg*.....50	11,236,150	F.M.A.N.	Nov. '74 14	Owego and Syracuse*.....100	482,400	F. & A.	Feb. '75 4	Third Avenue (N. Y.).....100	1,170,000	F.M.A.N.	May '73 3
Col., Chic. & Ind. Cen.*100	13,000,000	M. & S.	Dec. '74 2	Pacific of Missouri.....100	3,635,750	J. & J.	Jan. '75 14	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '75 3
Colum. & Hocking Val.100	2,500,000	F. & A.	Feb. '75 8	Panama.....100	7,000,000	J. & J.	Jan. '75 2	Somerville (Boston).....100	75,000	M. & N.	Jan. '75 8
Colum. & Hocking Val.100	1,500,000	M. & N.	Nov. '74 5	Patterson and Hudson*100	600,000	J. & J.	July '74 4	South Boston.....50	400,000	J. & J.	Jan. '75 24
Concord and Port. ....100	2,100,000	F. & A.	Feb. '75 3	Patterson and Newark*100	500,000	J. & J.	Jan. '74 4	Union (Boston).....100	200,000	J. & J.	Jan. '75 5
Conn. & Pass. p. Riv. 10	2,100,000	F. & A.	Feb. '75 3	Patterson and Ramapo*100	245,000	J. & J.	Jan. '75 3	Union (Phila.).....50	400,000	J. & J.	Jan. '75 8
Connecticut Riv. ....50	2,100,000	F. & A.	Feb. '75 3	Pemb. & Hightstown*.....50	342,150	M. & N.	Nov. '74 5	West Philadelphia.....50	400,000	J. & J.	Jan. '75 10
Cumberland Valley.....50	1,484,250	A. & O.	Oct. '74 4	Pennsylvania.....50	68,144,475	F. & A.	Aug. '74 4	CANALS.			
Danbury and Neww. ....50	600,000	J. & J.	Jan. '75 3	Philadelphia Bureau Val.100	1,200,000	J. & J.	Jan. '74 4	Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Delaware.....100	23,500,000	J. & J.	Jan. '75 3	Philadelphia and Erie*.....50	9,004,300	J. & J.	Jan. '74 4	Chesapeake and Ohio.....25	3,229,594	J. & A.	Feb. '75 4
Del., Lackaw. & Westn. 50	822,140	J. & J.	Jan. '75 24	Phil. Ger. & Norristown* 50	1,626,250	M. & S.	Dec. '74 3	Delaware Division.....25	1,633,350	F. & A.	Feb. '75 4
Detroit & Milwaukee*.....50	2,093,000	J. & J.	Dec. '89 7	Philadelphia & Reading.....100	32,684,375	J. & J.	Jan. '75 24	Delaware and Hudson.....100	15,000,000	F. & A.	Feb. '75 5
Dubuque & Sioux City*40	5,000,000	A. & O.	Oct. '74 2	Phil. and Trenton.....100	1,259,100	J. & J.	Jan. '75 24	Delaware and Raritan*100	5,847,400	J. & J.	Jan. '75 24
East Pennsylvania*.....50	1,809,200	J. & J.	Jan. '75 24	Phila. and Trenton.....100	1,259,100	J. & J.	Jan. '75 24	Erie of Pennsylvania.....50	64,000	J. & J.	Jan. '75 24
East Mahanoy*.....100	382,950	J. & J.	Jan. '75 3	Phila. and Trenton.....100	1,259,100	J. & J.	Jan. '75 24	Lehigh Coal & Navigt. 50	9,380,350	J. & D.	Nov. '74 2
Eastern (Mass.).....100	282,950	J. & J.	Jan. '75 3	Phila. and Trenton.....100	1,259,100	J. & J.	Jan. '75 24	Monongahela Navigt. ....50	1,003,050	J. & J.	Jan. '73 3
Eastern (N. H.).....100	282,950	J. & J.	Jan. '75 3	Phila. and Trenton.....100	1,259,100	J. & J.	Jan. '75 24	Morris (co. solidated).....100	1,025,000	F. & A.	Feb. '75 3
Kimira, Jct. & Canand*.....50	500,000	F. & A.	Aug. '74 24	Pittab. Ft. W. & Chi. ....100	19,714,255	J. & J.	Jan. '75 14	u " (preferred).....100	1,175,000	F. & A.	Feb. '75 5
Almira & Williamsport*40	500,000	M. & N.	May '74 24	Special Imp.100	410,000	J. & J.	Jan. '75 3	Pennsylvania.....50	4,337,950	F. & A.	Feb. '75 30
u " pref. 50	500,000	J. & J.	Jan. '75 34	Pittsfield & N. Adams.....100	616,700	J. & J.	July '74 3	Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb. '75 30
Erie Railway.....100	78,000,000	M. & S.	Oct. '73 1	Port and Keenecbec.....100	182,700	J. & J.	July '74 3	u " (pref.).....50	2,898,977	F. & A.	Feb. '75 30
u " pref.100	8,589,910	M. & S.	Oct. '73 1	Yarmouth certificates.....100	202,400	A. & O.	Apr. '72 3	Susq. and Tide Water.....50	2,002,746	J. & J.	Jan. '75 3
Erie and Pittsburgh*.....50	1,090,250	M. & S.	Dec. '74 14	Portl. Saco & Portem.....100	150,000	J. & J.	Jan. '75 5	Union.....50	2,907,850	J. & J.	Jan. '75 3
Fitchburg.....100	1,556,000	J. & J.	Jan. '75 4	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '75 6	u " preferred.....50	1,100,000	J. & J.	Jan. '75 3
Georgia.....100	1,000,000	J. & J.	Apr. '74 4	Raleigh and Gaston.....100	1,500,000	J. & J.	Jan. '75 6	W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '75 3
Grand River Val. guar.100	14,387,946	A. & O.	Apr. '74 14	Rensselaer & Saratoga*100	6,000,000	J. & J.	Jan. '75 6	MISCELLANEOUS.			
Grand Trunk (Ca.).....100	19,237,404	A. & O.	Apr. '74 14	Roch. & Genesee Val.*110	557,500	J. & J.	Jan. '75 6	Adams Express.....12,000,000	M. & S.	Dec. '74 2	
Great Western (Ca.).....100	1,151,700	A. & O.	Aug. '70 34	Rome, Watert. and Ogd.100	2,995,900	J. & J.	Jan. '75 34	American Coal.....25	1,500,000	M. & S.	Mar. '74 4
Hannibal & St. Joseph.....100	5,078,224	F. & A.	Aug. '70 34	Rutland*.....100	2,700,000	F. & A.	Feb. '75 34	Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '75 3
u " pref.100	116,850	M. & N.	Nov. '74 5	St. Croix and Penobscot.....100	100,000	J. & J.	July '71 2	Ashburton Coal.....50	2,500,000	J. & D.	Dec. '60 4
Hanover Branch, (I. a.) 50	4,000,000	J. & J.	Jan. '75 34	St. L., Al. & T. Route.....100	2,500,000	J. & J.	July '74 3	Atlantic Mail Steamship100	4,000,000	M. & S.	Dec. '67 24
Harlem Extension.....100	1,182,500	J. & J.	Jan. '75 34	u " pref.100	2,040,000	J. & J.	July '74 3				

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.	
National Securities, Feb. 1, 1875.												
Loan of June 14, 1869.....registered	\$260,000	5	Jan. & July.	1874	119 1/2	..	222,000	6	Various.	'74-'78	101 1/2	
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	120 1/2	..	3,832,500	6	Various.	'80-'89	101 1/2	
.. coupon	4,632,000	6	"	1880	120 1/2	..	3,083,900	6	April & Oct.	1889	102 1/2	
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	119 1/2	..	5,709,639	5	J. A. J. & O	1890	80	
Loan of July 17, and Aug. 5, 1861.....registered	125,839,900	6	Jan. & July.	1881	119 1/2	..	828,222	6	"	"	1890	102
.. coupon	63,481,450	6	"	1881	120 1/2	..	269,000	3	"	"	1890	102
Loan of Feb. 25, 1862 (5-20s).....registered	8,358,050	6	May & Nov.	1882	116	..	3,072,083	6	Jan. & July.	1883	102	
.. coupon	105,758,700	6	"	1882	116 1/2	..	799,086	6	"	"	'85-'87	102
Loan of March 3, 1863.....registered	53,644,900	6	Jan. & July.	1881	119 1/2	..	750,000	5	Various.	'74-'80	102	
.. coupon	21,355,100	6	"	1881	120 1/2	..	2,758,000	6	Jan. & July.	'74-'76	111 1/2	
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	117 1/2	..	600,000	5	"	"	'77-'78	102
.. coupon	25,074,350	6	"	1884	117 1/2	..	888,900	5	"	"	1883	102
Loan of June 30, 1864 (5-20s).....registered	32,971,850	6	"	1884	118	..	5,878,244	5	May & Nov.	'83-'94	104	
.. coupon	33,771,000	6	May & Nov.	1885	119 1/2	..	999,944	5	Mar. & Sept.	1888	102 1/2	
Loan of March 3, 1865 (5-20s).....registered	118,702,750	6	"	1885	120 1/2	..	10,305,532	5	April & Oct.	'88-'93	102 1/2	
.. coupon	57,553,850	6	Jan. & July.	1885	119 1/2	..	400,000	6	Jan. & July.	1877	102 1/2	
.. 2d series (5-20s).....registered	145,109,250	6	"	1885	119 1/2	..	3,599,024	5	"	"	1900	102 1/2
.. coupon	85,280,450	6	Jan. & July.	1887	119 1/2	..	250,000	7	Jan. & July.	'77-'79	102 1/2	
.. 3d series (5-20s).....registered	222,342,300	6	"	1887	120 1/2	..	439,000	6	Jan. & July.	'82-'90	97 1/2	
.. coupon	14,099,500	6	Jan. & July.	1888	119 1/2	..	2,727,000	6	"	"	'87-'88	102 1/2
.. 4th series (5-20s).....registered	23,404,500	6	"	1888	120 1/2	..	12,801,000	6	"	"	'74-'86	102 1/2
.. coupon	141,278,750	5	Mar. & Sept.	1904	114 1/2	..	1,589,000	7	"	"	'76-'91	102 1/2
Loan of March 3, 1864 (10-40s).....registered	53,288,550	5	"	1904	117 1/2	..	1,301,000	6	"	"	var.	95 1/2
.. coupon	197,661,550	5	F. M. A. & N.	1881	115 1/2	..	614,000	6	Jan. & July.	'69-'78	102 1/2	
Consols of July 14, '70 & Jan. 20, '71.....registered	169,536,350	4 1/2	"	1881	115 1/2	..	600,000	6	Mar. & Sept.	'84-'89	102 1/2	
.. coupon	..	4 1/2	F. M. A. & N.	1886	..	..	494,500	6	April & Oct.	'73-'74	102 1/2	
Consols registered	..	4 1/2	"	1886	..	..	2,690,000	6	Jan. & July.	'74-'02	105 1/2	
.. coupon	..	4 1/2	F. M. A. & N.	1901	..	..	561,500	5	J. A. J. & O.	pleas.	105 1/2	
Debt matured and without interest.....(var.)	11,343,260	..	Due.	..	..	..	900,000	5	"	"	1875	110
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Irred.	..	..	..	800,000	5	"	"	1878	113
Certificates of Indebtedness 1870.....(cur.)	678,000	4	..	..	..	..	348,107	5	"	"	pleas.	110
Pacific R. R. Bonds.....(currency)	64,622,512	6	Jan. & July.	'95-'99	119 1/2	..	1,159,781	6	"	"	pleas.	110
United States Notes.....	352,072,147	..	..	..	..	..	1,106,420	5	"	"	1874	110
Fractional Currency.....	45,037,075	..	..	..	..	..	111,200	4	"	"	'72-'73	110
State Securities, latest dates.												
Alabama—(\$11,268,850):												
.. Bonds (old and extended), 1866 and '72..	3,230,800	5	May & Nov.	'84-'92	40 1/2	..	10,135,280	6	Jan. & July.	1877	110	
.. Bonds (new), 1866, '68, '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	52	..	1,961,000	7	Jan. & July.	1877	106 1/2	
.. State Bonds for Railroads.....	2,300,200	8	"	'90-'91	..	..	1,200,000	7	"	"	1877	106 1/2
.. Railroad endorsements.....	16,386,000	8	"	'90-'91	..	..	4,738,800	6	Jan. & July.	'72-'92	27	
Arkansas—(\$ 9,865,000):												
.. Funded Bonds, (\$4,400,000) 1869 and 70..	2,850,000	6	Jan. & July.	'90-'00	20	..	3,639,400	6	April & Oct.	'72-'92	27	
.. Levee Bonds, 1871.....	2,200,000	7	"	1891	..	..	3,009,045	6	Jan. & July.	'92-'98	18	
.. Deficiency Bonds, 1872.....	300,000	7	"	1892	..	..	1,859,900	6	April & Oct.	'62-'90	14	
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	7	..	2,417,400	6	Jan. & July.	'78-'90	16	
California—(\$3,796,500):												
.. Civil Bonds 1867 and '60.....	1,650,000	7	Jan. & July.	'77-'80	114	..	1,721,400	6	April & Oct.	'78-'00	14	
.. Relief Fund Bonds, 1863.....	110,000	7	"	'83-'86	..	..	11,407,000	6	"	"	'96-'99	7
.. State Capital Bonds, 1871 and '7.....	500,000	7	"	'91-'92	..	..	147,180	6	Jan. & July.	1870	99	
.. Funded Debt of 1873.....	1,497,500	6	"	1893	..	..	1,585,900	6	"	"	1875	99
Connecticut—(\$5,095,900):												
.. War Loan, (10-30 yrs) of July 1, 1861..	532,800	6	Jan. & July.	1881	103 1/2	..	4,074,817	6	"	"	1881	103
.. War Loan, (20 yrs) of Jan. 1863 and '64..	2,232,500	6	"	'83-'84	..	..	2,400,000	6	"	"	1886	103
.. War Loan, (10-30 yrs) of Oct. 1, 1864..	559,500	6	April & Oct.	1894	..	..	..	..	..	..	..	..
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	"	1885	..	..	..	..	..	..	..	..
Delaware—(\$1,231,000):												
.. State War Debt.....	879,000	6	Jan. & July.	1885	..	..	..	..	..	..	..	..
.. Railroad Aid (J. and Breckinridge R. R.)..	352,000	6	"	1886	..	..	..	..	..	..	..	..
District of Columbia—(\$4,790,000):												
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	..	..	..	..	..	..	..	..
.. Improvement (cur.) bonds.....	790,000	7	"	1902	..	..	..	..	..	..	..	..
Florida—(\$6,045,763):												
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	..	..	..	..	..	..	..	..
.. Railroad Loan (gold) of 1870.....	4,000,000	8	"	1890	..	..	..	..	..	..	..	..
.. Consolidated (gold) Bonds of 1873.....	1,000,000	8	"	1903	..	..	..	..	..	..	..	..
Georgia—(\$14,871,084):												
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	80 1/2	..	..	..	..	..	..	..
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	1874	..	..	..	..	..	..	..	..
.. Bonds for Atlantic and Gulf R. R.....	80,000	6	Feb. & Aug.	'75-'80	..	..	..	..	..	..	..	..
.. Bonds of March 12, 1866.....	3,940,000	7	Jan. & July.	1886	90	..	..	..	..	..	..	..
.. Bonds (gold) of Sept. 1870.....	2,068,000	7	April & Oct.	1890	78	..	..	..	..	..	..	..
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	'75-'80	..	..	..	..	..	..	..	..
.. Railroad endorsements.....	7,923,000	var	Various.	var.	84	..	..	..	..	..	..	..
Illinois—(\$2,060,150):												
.. New Internal Improvement Bonds, 1847..	992,445	6	Jan. & July.	1878	..	..	..	..	..	..	..	..
.. Refunded Stock Bonds, 1859.....	320,000	6	"	'77-'78	..	..	..	..	..	..	..	..
.. War Loan Bonds, 1861.....	367,000	6	"	1880	..	..	..	..	..	..	..	..
.. Chicago Relief Bonds 1871.....	250,000	6	"	1881	..	..	..	..	..	..	..	..
Indiana—(\$4,598,815):												
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	..	..	..	..	..	..	..	..
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	..	..	..	..	..	..	..	..
Iowa—(\$548,050):												
.. War and Defense Fund Bonds, 1861.....	300,000	7	Jan. & July.	..	..	..	..	..	..	..	..	..
Kansas—(\$1,336,675):												
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	..	..	..	..	..	..	..	..
.. State Bonds (various) 1861 to 1869.....	1,235,500	7	"	'76-'80	..	..	..	..	..	..	..	..
Louisiana—(\$22,308,800):												
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	25	..	..	..	..	..	..	..
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	24 1/2	..	..	..	..	..	..	..
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	23	..	..	..	..	..	..	..
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	..	..	..	..	..	..	..	..
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	..	..	..	..	..	..	..	..
.. Levee Bonds, 1870.....	2,960,000	8	Mar. & Sept.	1875	24	..	..	..	..	..	..	..
.. Funded Floating Debt 1870.....	2,950,000	6	May & Nov.	1910	24	..	..	..	..	..	..	..
.. State Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	24	..	..	..	..	..	..	..
.. Bonds for Railroad stocks (var.).....	2,436,000	6	Various.	'67-'71	..	..	..	..	..	..	..	..
.. Bonds for Railroads (var.).....	5,202,000	8	Various.	'90-'10	..	..	..	..	..	..	..	..
.. Miss. & Mex. Gulfship Cana Bonds.....	490,000	7.3	Mar. & Sept.	1889	..	..	..	..	..	..	..	..
Michigan—(\$1,622,134):												
.. Bait St. Marie Canal Bonds.....	61,000	6	Jan. & July.	1879	102	..	..	..	..	..	..	..
.. Renewal Loan Bonds, 1868.....	105,000	6	"	1878	103 1/2	..	..	..	..	..	..	..
.. Two Million Loan, 1863.....	1,082,000	6	"	'73-'83	..	..	..	..	..	..	..	..
.. War Bounty Bonds, 1865.....	366,000	7	May & Nov.	1890	..	..	..	..	..	..	..	..
Maine—(\$7,138,400):												
.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	101 1/2	..	..	..	..	..	..	..
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	Various.	'80-'89	101 1/2	..	..	..	..	..	..	..
.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	102 1/2	..	..	..	..	..	..	..
Maryland—(\$10,741,215):												
.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O	1890	80	..	..	..	..	..	..	..
.. Bonds to R. R. and Canals.....	828,222	6	"	"	1890	102	..	..	..	..	..	..
.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	"	1890	102	..	..	..	..	..

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold)...	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (Alb. & W. Stkbg.)...	103,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	"	"	1889	....	Dollar Bonds (Western R. R.)...	665,000	6	April & Oct.	"	1875	99 1/2
Receiver's Bonds for \$1,200,000.	450,000	7	"	"	....	....	Current bonds of Feb. 1, 1872.	4,790,000	7	Feb. and Aug.	"	1892	107
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama Central:							1st Mortgage (Equalization)....	248,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)...	188,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	93
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	167	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	14	Sinking Fund Mortgage.....	543,000	6 1/2	Jan. and July.	Boston.	1889	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	106	1st Mortgage (22 1/2 m.) convertible	238,700	6	"	N. Y. & Bost.	1875	....
Albany Loan.....	933,000	6	"	"	1895	....	Consol. Mortgage for \$2,000,000.	986,400	7	Apr. and Oct.	Boston.	1893	103
Alexandria and Fredericksburg:							Boston, Hartford and Erie:						
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (old).....	600,000	7	Mar. and Sept.	Boston.	1884	....
Allegheny Valley:							1st Mortgage (Bordell).....	15,000,000	7	Jan. and July.	New York.	1900	22 1/2
General Mortgage.....	3,889,000	7 1/2	Jan. & July.	New York.	1896	90	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	85 1/2	Boston and Lowell:						
American Central:							Bonds.....	200,000	6	Apr. and Oct.	Boston.	1879	....
1st Mort., guar. by C., B. & Q.	686,006	8	Jan. & July.	New York.	1878	....	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	105
Androscoggin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)...	2,884,500	7	Jan. and July.	Boston.	1893	136
Arkansas Central (narrow gauge):							Boston and Providence:						
1st Mortgage (\$12,000 p. m.)....	620,000	8*	Jan. & July.	Lond. or Am.	1891	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	....
2d Mortgage for \$1,200,000....	700,000	7*	April & Oct.	New York.	1893	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts:							1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1905	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison and Nebraska:							Buffalo, Bradford and Pittsburg:						
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Atchison, Topeka and Santa Fe:							Buffalo, Corry and Pittsburg:						
1st Mortgage (gold).....	7,042,500	7*	Jan. & July.	New York.	1899	69 1/2	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Land Grant Mortgage (gold)....	3,521,000	7*	April & Oct.	Boston.	1900	72	Buffalo and Erie:						
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Consolidated Mortgage (gold)...	976,000	7*	April & Oct.	N. Y. or Bost.	1903	8 1/2	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line:							Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	160
1st Mortgage (guar. by Georgia)...	4,240,000	8	Jan. & July.	New York.	1900	64	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	80
1st Mortgage (gold).....	14,414,980	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	8,707,200	7*	March & Sept.	"	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1898	....
3d Mortgage (gold) Income.....	25,790,214	7*	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, stg., skg. fund....	5,470,000	7*	May & Nov.	N. Y. & Lond.	1919	49
Sectional (S. A. & G. R. R.) bonds	310,000	7	"	"	var.	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	"	1888	....	Burlington and Missouri River:						
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	"	"	1889	....	Land and R. R. Mortgage.....	4,898,350	7	April & Oct.	N. Y. & Bost.	1893	101 1/2
Atlantic and Lake Erie:							Stock Bonds pref. 2d lien.....	591,000	7	Jan. & July.	Boston.	1875	100 1/2
1st Mort. (gold) for \$5,000,000...	....	7*	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	441,000	8	"	"	1878	....
Atlantic, Miss. and Ohio (428 m.)							Stock (common) Bonds.....	340,000	8	April & Oct.	N. Y. & Bost.	1879	106
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	333,000	8	Jan. & July.	"	1894	108
2d Mortgage to State (no int. till '80)	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	417,000	8	"	"	1889	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,836,500	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	101 1/2
2d Mortgage for \$3,000,000 (gold)	1,968,000	6*	May & Nov.	"	1891	....	Bonds convertible until 1892....	600,000	8	"	Boston.	1883	....
1st Mort. (So. Pac. R. R.) assumed	7,159,000	6*	Jan. & July.	"	1888	....	Burlington and Southwestern:						
1st Mort. (Central Div.) gold....	1,189,500	6*	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1896	....
Equipment Bonds.....	674,000	10	June & Dec.	"	1883	....	Cairo and Fulton (Arkansas):						
Atlantic and St. Lawrence:							1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London	1878	....	Cairo and St. Louis (3 ft. gauge):						
2d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	"	1884	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	Cairo and Vincennes:						
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1883	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
Augusta and Savannah:							2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
1st Mortgage.....	129,500	7	"	Savannah.	....	....	California and Oregon (Cen. Pac.):						
Avon, Genesee & Mt. Morris (Erie):							1st Mortgage (gold).....	6,000,000	6*	Jan. & July.	New York.	1890-91	....
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1883	....	California Pacific:						
Bald Eagle Valley:							1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage.....	350,000	6	Jan. & July.	Philadelphia.	1881	....	2d Mortgage (end. by Cen. Pac.)	1,600,000	6*	June & Dec.	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	101
Loan of 1855-76.....	857,250	6	Jan. & July.	Baltimore.	1875	101	Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	104 1/2
Loan of 1860-80.....	879,500	6	"	"	1880	102	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	94
Loan of 1883-95.....	1,710,500	6	April & Oct.	"	1885	102 1/2	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	102
Loan of 1885-90 (Balt.) skg. fd.	3,461,146	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (\$202,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1870-95 (atg.) skg. fund.	3,620,320	6*	March & Sept.	London.	1895	....	Camden and Atlantic:						
Loan of 1872-1902 (stg.) S. F.....	9,498,016	6*	"	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	106
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	Jan. & July.	Baltimore.	1885	100	2d Mortgage of 1864.....	500,000	7	April & Oct.	"	1879	100 1/2
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	90
1st Mortgage (R. R.) gold guar....	5,000,000	6*	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fdg'd for \$9,000,000)	9,000,000	7*	Jan. & July.	New York.	1906	63
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	Cape Girardeau	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & F. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R. R.	403,000	7	April & Oct.	Camden.	....	....
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7*	Jan. & July.	....	1902	....
Belfast and Moosehead Lake:							Carolina Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	75
Bellefonte and Snow Shoe:							2d Mortgage-Income Bonds..	3,000,000	7	"	"	....	....
1st Mortgage.....	99,000	6	"	Philadelphia.	1883	....	Carthage and Burlington:						
Belleville and Indiana:							1st Mort. guar. by C., B. and Q.	570,000	8	May & Nov.	New York.	1879	102
1st Mort. ass'd by C. C. & I.	453,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
1st Mort. guar. by St. L. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97 1/2	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (guaranteed).....	306,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	106 1/2
Belvidere Delaware:							Chattel Mortgage.....	209,850	6	May and Nov.	"	1888-89	....
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	95	Cayuga Lake:						
2d Mortgage A. Co. and)	499,500	6	March & Sept.	Philadelphia.	1885	88	1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	90	Cazenovia and Canastota:						
Bingham Canyon & Camp Floyd:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	240,000	6*	Jan. & July.	....	1903	....	Cedar Falls and Minnesota:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago and Milwaukee Railway:	\$ 1,642,000	7	Jan. & July.	New York.	1898	98 1/2
1st Mortgage, 1st Div. \$10,000pm	582,000	7	" "	" "	1894	....	1st Mort., guar. by C. and N.W.						
1st Mortgage 2d Div. \$10,000p.m.	2,400,000	7	May & Nov.	" "	1916	87 1/2	Chicago and Mich. Lake Shore:						
1st Mortgage 3d Div. \$16,000 p. m.							1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
Central Branch Union Pacific:							1st Mortgage.....	2,500,000	8	Jan. & July.	Boston.	1890	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	....	1st Mortgage.....	1,350,000	8	May & Nov.	" "	1891	....
2d Mortgage Govern'm't at 5% sidy.	1,600,000	6	Jan. & July.	" "	1895	....	1st Mortgage (on Branch).	1,325,000	8	March & Sept.	" "	1892	....
Central of Georgia:							Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	993,000	7	March & Sept.	New York.	1875	....	1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
General Mort. for \$5,000,000....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....	2d Mort. (")	1,191,000	7	April & Oct.	" "	1884	77
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	....
Central of Iowa:							1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	50
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" "	1901	....	1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1870	....
Central of New Jersey:							1st Mort. (St. Paul Division.)	4,050,000	7	" "	" "	1902	85
Convertible bonds of 1872.....	3,612,700	7	May & Nov.	New York.	1902	106 1/2	1st Mort. (Iowa and Dak. Div.)	1,005,000	7	" "	" "	1870	77
1st Mort. (New York for \$5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	107 1/2	1st Mort. (Prairie du Chien Div.)	3,874,000	8	Feb. & Aug.	" "	1898	105 1/2
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....	2d Mort. (")	1,315,000	7 1/2	" "	" "	1898	95 1/2
Loan of Lehigh & Nav. Co. (naul'd)	2,310,000	6	" A. J. & O	Philadelphia.	1897	....	1st Mort. (Illa. and Iowa Div.)	37,000	7	Jan. & July.	" "	....	....
Consol. Mort. for \$25,000,000....	5,000,000	7	" A. J. & O	New York.	1899	104 1/2	1st Mort. (Hast. and Dak. Div.)	1,250,000	7	" "	" "	....	80
Central Ohio (B. and O.):							Income bonds (Mil. and St. Paul)	20,000	7	April & Oct.	" "	....	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	97	Milwaukee City Loan.....	230,500	7	March & Sept.	" "	1873	....
Central Pacific of California:							1st Mort. (Mil. and Western.)	234,000	7	Jan. & July.	" "	1891	....
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	1900-99	98 1/2	Real Estate Purchase.....	148,500	7	" "	" "	....	....
Convertible 20 years bonds, gold	1,483,000	7	" "	" "	1883	101	Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7	" "	Sacramento.	1884	101	Consol. Mort. for \$35,000,000....	....	7	Jan. & July.	" "	1904	75
2d Mort. (Govern'm't Subsidy)	27,855,680	6	" "	U.S. Treasury.	1900-99	95 1/2	Chicago and Northwestern:						
1st Mort. (Western Pacific) gold	2,735,000	6	" "	New York.	1899	87 1/2	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	103 1/2
1st Mort. (Calif. & Oregon) gold	7,066,000	6	" "	" "	1892	84 1/2	General 1st Mortgage (193 m.) ..	3,588,000	7	" "	" "	1885	100
1st Mort. (S. Fr. Okla. & Ala.)..	600,000	8	" "	San Francisco	1890	....	Funded coupons (193 m.).....	743,300	7	May & Nov.	" "	1883	100
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	New York.	1900	86 1/2	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	" "	1885	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6	" "	" "	1890	....	Green Bay Ext. (26m & 76,000 a.)	282,000	7	" "	" "	1885	....
Central Vermont:							1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	" "	" "	1882	104 1/2
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10 1/2	2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	" "	1875	102 1/2
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" "	1891	....	Elgin and State Line.....	128,000	6	Jan. & July.	" "	1878	....
1st Mort. (Stan., Sheff. and Ch.	500,000	7	Jan. & July.	" "	1887	62	Mississippi River Bridge.....	190,000	7	" "	" "	1884	....
Income and Extension Bonds..	1,008,000	8	May & Nov.	" "	1902	54	1st Mortgage (Peninsula).....	331,000	7	March & Sept.	" "	1898	....
Equipment Mort. (Vt. Central).	1,000,000	8	" "	" "	1876-77	58	Consol. skg fund (C. & N.W.R'y)	3,280,000	7	F. M. A. & N.	" "	1915	89
Equipment Mort. (")	1,000,000	8	" "	" "	1896	55	General Consol. Gold Bonds...	8,995,000	7	June & Dec.	" "	1902	51 1/2
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	60	1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" "	1911	....
Missisquoi R.R. (")	1,000,000	7	" "	" "	1891	39	1st Mort. S. F. (McDonnell Exten.)	2,700,000	7	June & Dec.	" "	1911	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	2d Mort. (Mil. & Chi. R.R.) guar.	97,500	7	" "	" "	1898	....
Charleston and Savannah:							1st Mort. (Chic. & Mil. R.W.) guar	1,642,000	7	Jan. & July.	" "	1898	93 1/2
1st Mortgage guar. by State.....	605,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Bel. & Mad. R.R.) guar	306,000	7	" "	" "	1888	....
Funded Interest on 1st Mort.....	157,400	7	" "	" "	1889	....	Chicago, Portage and Superior:						
Charlotte, Columbia & Augusta:							1st M. s.f. (Chi. & N. Pac. Air-L.)	25,000pm	7	June & Dec.	New York.	1902	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago, Omaha and St. Joseph:						
Charters:							1st Mortgage for \$8,000,000....	....	8	April & Oct.	New York.	1901	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago and Paducah (C. B. & Q.)						
Cheraw and Darlington:							1st Mortgage \$26,000 p. m. gold..	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chi., Pekin & Southw'n (C.B. & Q.)						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cherry Valley, Sharon and Alb.							Chicago, Rock Island and Pacific:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1895	106 1/2
Chesapeake and Ohio:							Chi. & Southw'n (C. R. I. & Pac.)						
1st M. (gold) skg fd for \$15,000,000.	15,000,000	6	May & Nov.	New York.	1899	40	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1889	....
1st Mort. Extension (cou. or reg)	2,124,000	7	Jan. & July.	" "	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" "	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chicago, Wisconsin & Canada:						
3d Mort. (") coupon.....	918,000	6	" "	" "	1884	....	1st Mort. gold, skg fd for \$410,000	....	7	Jan. & July.	New York.	1902	....
Income (") coupon.....	300,000	8	" "	" "	1876	....	Chicago and Superior:						
Funded Interest, coupon.....	180,557	8	" "	" "	1877	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
Cheshire:							1st Mortgage (gold) for \$5,000,000	....	7	Jan. & July.	" "	1902	....
Coupon bonds (no Mort.).....	803,800	6	Jan. & July.	Boston.	1875-80	93 1/2	Chillicothe and Brunswick:						
Chester Creek (Phil. & Balt. Cent.)							1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, and Baltimore:						
Chester and Tamaroa:							1st Mort. guar. by B. & O. & M. & C	274,000	7	Jan. & July.	Baltimore.	1900	90
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	....	Cincinnati, Hamilton and Dayton:						
Chicago and Alton:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage, pref. sinking fund.	110,000	7	May & Nov.	New York.	1877	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1893	107	3d Mortgage of 1867.....	400,000	8	June & Dec.	" "	1877	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	100	Cincinnati, Ham. & Ind. (C. H. & D.)						
Consol. Bonds (\$200 stg. each).	1,149,950	6	Jan. & July.	London.	1903	....	1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mort. (St. L. & F. C.) assumed	584,000	7	April & Oct.	New York.	1894	97	Cincinnati, Lafayette and Chi.						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	....
1st Mort. (Louisiana and Mo.)..	4,800,000	7	Feb. & Aug.	" "	1900	90	Cincinnati and Martinsville:						
Chicago, Burlington and Quincy:							1st Mort., guar. by I., C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	112	Cincinnati & Muskingum Valley:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Cincinnati, Richmond & Chicago:						
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	102 1/2	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	2d Mortgage	65,000	7	" "	" "	1889	....
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	" "	1879								

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Mt. Vernon and Delaware:							Detroit & Bay City (Mich. Cent.):						
1st Mortgage gold.....	1,300,000	7*	Jan. & July.	New York.	1900	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
2d Mortgage.....	1,000,000	7	"	"	1902	....	Detroit, Eel River and Illinois:						
Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m.....	1,820,000	8	Jan. & July.	New York.	1891	....
Regist'd b'ds(ass'd by L.S.&M.S.)	1,000,000	7	Jan. & July.	New York.	1880	101	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	....	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort., a.f.(ass'd by L.S.&M.S.)	1,595,000	7	Jan. & July.	New York	1885	106	Detroit, Lansing and Lake Mich.:						
2d Mortgage (")	860,030	7	April & Oct.	"	1886	100	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
Colebrookdale:							1st Mortgage (on Branches).....	575,000	8	June & Dec.	"	1897	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893	....
Colorado Central (3 ft. gauge):							1st Mort. (Ionih and Lansing)....	770,000	8	Jan. & July.	New York.	1889	....
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	2d Mort. (")	81,000	8	May & Nov.	"	1880	....
Columbus, Chicago & Ind. Cent.:							Cetroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage Consol. skg fund....	10,333,000	7	April & Oct.	New York.	1908	704	1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage skg fund.....	3,747,000	7	Feb. & Aug.	"	"	28	2d Mortgage (")	1,000,000	8	"	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	'93-'95	68	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mort. (")	244,400	7	Jan. & July.	"	"	....	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
Income conv. (")	2,554,000	7	Feb. & Aug.	"	1890	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1879	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	"	"	1890	....	2d Mort. (")	100,000	7	Jan. & Ju y.	"	"	7
1st M., a.f. (")	39,650	7	May & Nov.	"	1896	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1836	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	Bonds of June 30, 1866.....	1,702,317	6-7	Jan. & July.	"	1886	....
1st M. (Col. & Ind.) 1st & 2d pref.	103,500	7	"	"	1883	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	1014
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dixon, Peoria and Hannibal:						
Income (")	74,024	7	"	"	1905	....	1st Mort., guar. by C., B. and Q.	800,000	8	Jan. & July.	New York.	1889	102
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	Dubuque and Sioux City:						
Columbus, Springfield and Cin.:							1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	100
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Dubuque Southwestern:						
Columbus and Hocking Valley:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	"	1880	....	Dunkirk, Allegheny Val. & Pittab.:						
General Mortgage.....	469,100	7	"	"	1892	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Columbus and Xenia:							Dutchess and Columbia:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
Connecticut and Passumpsic Riv.:							East Alabama and Cincinnati:						
New Mortgage for \$1,500,000.....	692,506	7	April & Oct.	Boston.	1893	96	1st Mort. endorsed by Alabama.	403,000	8	Jan. & July.	.....	1890	....
1st Mortgage sinking fund.....	296,500	6	June & Dec.	"	1876	....	East Brandywine & Waynesboro:						
Coupon Notes.....	634,000	7	"	"	76-'81	984	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1876	96	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	102
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,989,000	7	Jan. & July.	New York.	1900	93
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	'82-'87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E. T. & Va., old)	635,000	6	Jan. and July.	"	'80-'86	....
Connecting (Philadelphia):							Company Bonds (" new)	135,400	6	"	"	1876	....
1st Mort. ABCD & E \$200,000 each	921,000	6	March & Sept.	Philadelphia.	1,2,3,4.	91	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865-'65.....	180,000	6	April & Oct.	"	1885	....
Cowanessque Valley:							Loan of 1867-'87.....	890,000	7	March & Sept.	"	1887	924
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868-'88.....	1,000,000	6	March & Sept.	"	1888	....
2d Mortgage.....	100,000	7	May & Nov.	"	1882	....	Loan of 1869-'89.....	500,000	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Loan of 1872-'82.....	1,553,000	7	various.	"	1882	804
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Loan of 1873-'83.....	878,900	6	March & Sept.	"	1883	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	New Bonds.....	1,000,000	7	"	"	1892	....
Cumberland Valley:							Stealing Sink, Va. Bonds.....	3,000,000	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage.....	109,500	8	"	"	1908	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds.....	81,800	6	"	"	1884	....	2d Mortgage.....	203,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Gilzabethtown and Paducah:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1 70-'72.....	400,000	7	"	"	'90-'92	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	984
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	61
2d Mortgage.....	306,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage.....	2,485,000	7	May & Nov.	New York	1897	105
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	1034
Davenport and St. Paul:							3d Mortgage.....	4,582,000	7	"	"	1883	1014
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	984
Dayton and Michigan (C. H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	97
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....	Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1887	....	Sterling loan (\$1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1876	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	"	N.Y. & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'81-'94	....	2d Consol. Mort. for \$40,000,000.	15,000,000	7*	June and Dec.	London.	1894	....
Dayton and Union:							Long Dock Co's Mortgage.....	3,000,000	7	"	New York.	1893	102
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds.....	10,000,000	7*	April & Oct.	London.	1903	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds.....	252,445	6	"	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage.....	82,800	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	189,000	7	Jan. & July.	New York.	1895	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (")	463,000	6	"	"	1885	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
Delaware (P. W. and Balt.):							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	....
1st Mortgage.....</													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philade'phia	1890	107
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	101 1/2
1st Mort. (Flush. & N. Side.).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	104
1st Mort. (Central of L. I.).....	1,000,000	7	"	"	"	....	Illinois Central:						
1st Mort. (Cent. R. R. Exten.).....	200,000	7	May and Nov.	"	1901	....	Construction bonds, cur. skg f.d.	2,742,000	7	April & Oct.	New York.	1875	102 1/2
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	Construction bonds, coin.....	332,000	6*	"	N. Y. & Lond.	1875	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Redemption bonds, currency.....	2,500,000	6	"	New York.	1890	....
Fonda, Johnsto'n & Gloverville:							Redemption bonds, sterling.....	2,500,000	6*	"	London.	1875	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Sterling Bonds, Sinking Fund.....	5,000,000	5*	"	"	1903	....
Fort Wayne, Jackson & Saginaw:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	900,000	8	April & Oct.	Boston.	1890	104
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana and Illinois Central:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indiana North and South:						
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Framingham and Lowell:							Indianapolis, Blooming. & West:						
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	90	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	46
Frederick and Pennsylvania Line:							1st Mortgage Extension gold.....	2,000,000	7*	Jan. & July.	"	1912	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
Fremont, Elkhorn & Mo. (S.C. & P.):							Indianapolis and Madison:						
1st Mortgage.....	690,000	7	April & Oct.	....	1901	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Galena & Chic. Union (C. & N. W.):							Indianapolis & Vincennes:						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	104 1/2	1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage.....	948,000	7	May & Nov.	"	1875	102	2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900	....
Galv., Harrisburg & San Antonio:							International and Gt. Northern:						
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	74
Galveston, Houston & Henderson:							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
Geneva, Ithaca and Athens:							Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Indianapolis, Cin. and Lafayette:						
Georgia (and Banking):							1st Mortgage Ind. & Cin. of 1888	1,600,000	7	April & Oct.	New York.	1888	....
Company bonds (debentures)....	608,000	7	Jan. & July.	Augusta	74-'90	....	1st Mortgage (I. C. & L. F. of 1867	2,792,000	7	Feb. & Aug.	"	1897	....
Gilman, Clinton & Springfield:							1st Mortgage.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mortgage (Cin. & Indiana.)	499,000	7	"	"	1882	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. guar. (")	1,496,000	7	Jan. & July.	"	77-'87	....
Goshen and Deckertown (Erie):							Indianapolis and St. Louis:						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	375,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	81,000	8	Jan. & July.	"	1881	81
Grand River Valley (Mich. C.):							Ionian and Lansing (D. L. & L. M.):						
1st Mort., assumed by Lessees.....	1,500,000	8	Jan. & July.	New York.	1888	95 1/2	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	91 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand Trunk (Can.):							Iowa Falls and Sioux City:						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar.....	1,350,000	8	April & Oct.	New York.	1900	87
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	tronton (Penn.):						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$1,163,910	5,819,550	4*	"	"	"	....	Ithaca and Athens (Penn.):						
Provincial Debentures \$3,111,500	15,557,500	....	"	Ottawa.	....	....	1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	96
Great Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds \$247,000.....	2,735,000	5 1/2	April & Oct.	"	77-'78	....	1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	"	1890	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.....	289,000	8	March & Sept.	"	1878	....
Debenture Bonds \$1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	18,000 p.m.	8	"	"	1891	97
Great Western Railway of 1859:							Jacksonville, South West & S. East:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	80	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1912	....
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	55	Jacksonville, Pensac. and Mobile:						
Green Bay and Minnesota:							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	....	1900	....	2d Mortgage.....	3,000,000	8	"	"	1899	....
Greenville and Columbia:							James'n & Frank. (L.S. & M. So.):						
1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	Columbia.	81-'86	....	1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not guaranteed.....	378,765	7	"	"	81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Greenwich and Johnsonville:							Jefferson (Erie):						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	90
Gulf, Western Texas and Pacific:							2d Mort. (")	84,000	7	"	"	1899	....
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	....	1902	....	1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1899	....
Hannibal and Naples (T. W. & W.):							Jeffersonville, Madison & Indian:						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1888	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....	Jersey City and Albany:						
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage.....	300,000	7*	Jan. & July.	New York.	1912	....
Hannibal and St. Joseph:							1st Mortgage (Ridgefield Park).....	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-'94	....	1st Mortgage (C. & Alton).....	330,000	8	Jan. & July.	New York.	1882	....
Missouri State Loan.....	1,500,000	6	"	"	87-'88	....	1st Mortgage skg fund guar.....	500,000	6	Jan. & July.	Philadelphia.	1882	94 1/2
Fifteen years' bonds (277 m.)....	2,714,000	8	March & Sept.	"	1885	83 1/2	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	90
1st Mort. (Q. & Palm. R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	Kalamazoo, Allegan & Gr. Rapids:						
General Land Mortgage (277 m.)	642,006	7	April & Oct.	"	1888	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95 1/2
Harlem Extension:							Kalamazoo and Schoolcraft:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Harrisburg & Lancaster:							Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	100 1/2	1st Mortgage guar. by lessees...	640,000	8	May & Nov.	New York.	1889	....
Hartford, Providence and Fishkill:							2d Mortgage.....	70,000					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br...	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	248,000	7*	March & Sept.	N. Y. & St. Lo.	71-'76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,781,750	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-'78	....
2d Mort. (") gold.....	1,600,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis, Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	....	1st Mortgage (Shelby R. R.).....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-'97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,276,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	326,000	7	Jan. & July.	New York.	1876	....
Keat County (Del.)							1st Mortgage (Memp Br. 46.37m.)	96,000	7	May & Nov.	Louisville.	1876	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-'85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,814,000	7	April & Oct.	"	1898	90
Kentucky and Great Eastern:							Louisville Loan.....	849,000	6	"	"	86-'87	....
Bonds for \$2,360,000.....	16,000pm	7*	Feb. & Aug.	New York.	1892	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
Keokuk and Des Moines:							Louis. Loan (Leb. Br. Exten.)	353,000	6	April & Oct.	Louisville.	1893	....
1st Mortgage.....	2,300,000	7	April & Oct.	New York.	1904	....	Louisv. N. Al. & St. Lo. Air-Line:						
Funded Interest.....	258,720	8	"	"	1884	....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (O.B. & Q.):							Macon and Augusta:						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
La Crosse, Trempealeau & Prescott:							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf. Blooming & Miss. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	60	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Laf. Muncie & Bloom. (T.W. & W.):							2d Mort. " " " " " "	600,000	7	May & Nov.	"	1903	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
Lake Erie and Louisville:							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage.....	300,000	7	April & Oct.	New York.	1892	....	Madison and Portage:						
2d Mortgage.....	590,000	7	Jan. & July.	"	1902	....	1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Ontario Shore:							Maine Central:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
Lake Shore & Michigan South'n:							\$1,100,000 Loan, tax free.....	758,800	7*	Jan. & July.	"	1898	91
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....	Extension (gold) Loan.....	496,500	6*	April & Oct.	"	1900	....
Consol. Mort., S.F., Registered.	4,250,000	7	J. A. J. & O.	"	1900	100	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Consol. Mort., S.F., Coupon.....	1,300,000	7	Jan. & July.	"	1900	100	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	90-'91	....
2d Consol. Mort. for \$25,000,000.	.....	7	June & Dec.	"	1903	91	1st Mortgage (Ken. & Portland)	217,300	6	April & Oct.	Augusta.	1885	....
Bonds of 1892 (Reg. & Coupon)	1,498,000	7	April & Oct.	"	1882	101	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	....
Lake Shore Dividend Bonds:							2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Clev., Pail. & Ash.)	1,000,000	7	Jan. & July.	"	1880	101	1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	101	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	102	Mansfield & Framing. (C.B. & F.):						
2d Mort. (") " " " "	2,692,000	7	"	"	1877	102	1st Mortgage guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	106	Marietta and Cincinnati:						
2d Mort. (") " " " "	860,000	7	April & Oct.	"	1886	100	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1881	104
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1888	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1890	96
Mort. Bonds (") " " " "	3,000,000	7	April & Oct.	"	1898	100	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1890	78
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	101	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	Marietta and Pittsburg:						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
1st M. (Kal. Allegan & Gr. Rap.)	440,000	8	"	"	1888	95	Marquette, Houghton & Ontonagon	.....				
2d M. (Jamestown & Franklin)	468,000	7	"	"	var	....	Lucerne bonds (Bay de N. & M.)	150,000	8	Jun. & Dec.	New York.	1875	....
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,760,000	8	"	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage.....	696,000	7	"	"	....	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-'03	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
1st Mort. akg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	43	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
Income Bonds.....	3,147,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chi.):							Massillon & Cleva. (C.M. V. & D.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Maysville and Lexington:						
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
Leaven, Lawrence & Galveston:							Memphis and Charleston:						
1st Mort. akg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Tennessee State Loan.....	1,314,142	6	"	"	....	....
Lehigh and Lackawanna:							Income Bonds.....	600,000	10	March & Sept.	"	73-'78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Memphis and Little Rock:						
Lehigh Valley:							1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	102	2d Mortgage.....	1,000,000	8	"	"	....	....
2d Mortgage for \$3,000,000.....	6,000,000	7	March & Sept.	"	1910	108	Michigan Air Line (Mich. Cent.):						
General Mort. for \$46,000,000.	6,000,000	6*	June & Dec.	London.	1923	....	1st Mort. (E. Div.) assumed....	200,000	8	May and Nov.	New York.	1890	98
Lewisb. Centre & Spruce C. (Pa. R.):							Michigan Central:						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage, convertible.....	558,000	8	April & Oct.	Boston.	1882	....
Lexington & St. Louis (A. & F.):							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	113
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	103
Little Miami:							1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	Jan. & July.	"	1880	104
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....	Michigan Lake Shore:						
Street Connection Bonds.....	500,000	6	Jan. & July.	Cincinnati.	1894	....	1st Mortgage.....	800,000	8	Jan. & July.	New York.	....	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1889	....	Mich. So. and North'n Indiana:						
Little Rock and Fort Smith:							1st Mort. assum'd by L.S. & M.S.	5,258,000	7	May & Nov.	New York.	1885	106
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	10	2d Mort. " " " " " "	2,692,000	7	"	"	1877	101
Land Grant sinking fund.....	3,780,000	7	April & Oct.	"	1900	7	Middletown, Unionv. & W. Gap:						
Little Rock, Pine Bl. & N. Orleans:							1st Mortgage tax free.....	400,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4	Midland of Canada:						
Little Schuylkill (Phila. & Rdg.):							1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
1st Mortgage, Skg. Fd.....	750,500	7	Apr. and Oct.	Philadelphia.	1877	102	Midland Pacific:						
Logansport, Crawf. & S'westn Ind.:							1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
1st Mortgage gold.....	1,500,000	6*	F. M. A. & N.	New York.	1900	....	Minfilin and Centre Co. (Pa.):						
Long Island:							1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	91	Milwaukee and St. Paul:						
1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	Philadelphia.	1890	....	See Chicago, Mil. & St. Paul.	.....				
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1898	....	Milwaukee,						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:							Philadelphia, Wilmington & Balt.:						
Plain Bonds.....	1,000,000	4	March & Sept.	Boston.	1876	99½	Mortgage Loan, convertible....	302,000	6	Jan. & July.	Phila. & Bost.	1884	96½
Plain Bonds.....	32,000	5	"	"	1884	100	Loan of 1886.....	400,000	6	April & Oct.	"	1876	100
Plain Bonds.....	458,000	6	April & Oct.	"	1875	99½	Loan of 1887.....	1,000,000	6	"	"	1887	100
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	102	Loan of 1872.....	500,000	6	"	"	1882	100
New Bonds for \$3,000,000.....	1,192,000	7	March & Sept.	"	1894	105½	Pickering Valley (Phila. & Rdg.):						
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1891	100	1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	100
Omaha and Northwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. Land Grant, Gold.....	16,000 pm	7.3	Jan. & July.	New York.	1901	100	1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	100
Omaha and Southwestern:							1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	100
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	85	2d Mortgage.....	5,000,000	7	April & Oct.	Philadelphia.	1913	100
Orange, Alex. and Manassas—							Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	78
See Wash. O., Va. Mid. & Gt. So.							Pittsburg, Ft. Wayne & Chicago:						
Oregon and California:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100½
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	1888	100	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	100
Ozage Valley & Southern Kansas:							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	100
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	100	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	100
Oshkosh & Miss. (C., M. & S. P.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	100
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	100	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	100
Oswego and Rome (B. W. & O.):							2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	102½
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	100	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	100
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	100	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	100
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series J).....	800,000	7	April & Oct.	"	1912	100
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	100	2d Mortgage (Series K).....	800,000	7	May & Nov.	"	1912	100
Ottawa, Oswego & Fox River:							2d Mortgage (Series L).....	800,000	7	June & Dec.	"	1912	100
1st Mortgage guar. by C. B. & Q.	1,194,000	8	Jan. & July.	N. Y. & Bost.	1900	99	2d Mortgage (Series M).....	2,000,000	7	April & Oct.	"	1912	100½
Owensboro' and Russellville.							Bridge (O. & P. R. R.) bonds....	111,000	7	May & Nov.	Philadelphia.	1876	100
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	100	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	100
Pacific of Missouri (Atl. & Pac.):							Equipment bonds.....	1,000,000	8	March & Sept.	"	1879	100
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	90	Pittsburg, Va. and Charleston:						
2d Mortgage sinking fund.....	2,875,000	7	Jan. & July.	"	1891	80	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	100
Income Bonds.....	1,154,500	7	Monthly.	St. Louis.	1885	100	Pittsburg, Wash'ton & Baltimore:						
St. Louis County Debt.....	700,800	7	May & Nov.	New York.	1892	100	1st Mortgage (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	84
Real Estate Bonds.....	800,000	6*	April & Oct.	"	1883	72	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	100
1st Mort. (Carondelet Branch).....	500,000	7	Jan. & July.	"	1889	100	1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	100
1st Mort. (Leav., Atch. & N. W.)	500,000	6*	Jan. & July.	"	1887	100	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	100
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	"	1887	100	Plymouth, Kankakee & Pacific:						
Paducah and Memphis:							1st Mortgage for \$3,000,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	100
1st Mortgage gold for \$2,806,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	100	Port Huron and Lake Michigan:						
Panama:							1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	100
General Mortgage, stg \$597,800.	2,889,390	7*	April & Oct.	London.	1897	100	Portland & Ogden (Me. & N. H.):						
Paris and Decatur:							1st Mortgage gold, for \$3,300,000	3,300,000	6*	Jan. & July.	Boston.	1900	100
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	100	Consol. Mort. gold, for \$3,300,000	3,300,000	6*	May & Nov.	"	1901	100
Paterson and Newark (Erie):							Portland and Ogdenburg (Vt.):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	100	1st Mortgage gold, for \$2,300,000	2,300,000	6*	May & Nov.	N. Y. & Bost.	1891	100
Pekin, Linc. & Decatur (TW & W):							Portland and Oxford Central:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	100
Pemberton & Hights (UC of N.J.):							Portland and Rochester:						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	100
Peninsular (Mich.) Railway:							1st Mortgage (equal lien).....	357,000	7	April & Oct.	"	1887	100
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	100	2d Mort. (Portland Loan).....	350,000	7	Mar. & Sept.	"	1891	100
1st Mortgage gold (S. F.) 2d series	979,000	7*	May & Nov.	N. Y. or Lond.	1900	100	Port Royal (S. C.):						
Pensylvania:							1st Mortgage gold, skg fd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	100
1st Mort. (Harrisburg to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	101½	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	100
2d Mort. (" ")	2,583,800	6	April & Oct.	"	1875	101	Portsmouth, Gt. Fal. & Conway:						
2d M. stg (" ")	2,282,240	6*	"	London.	1875	100	1st Mort., guar. by Eastern R.R.	470,000	7	June and Dec.	Boston.	1863	87
General Mortgage (coup. & reg.)	19,558,700	6*	Jan. & July.	Philadelphia.	1910	95	Poukeepsie and Eastern:						
Consolidated Mortgage.....	8,245,000	6*	Jan. & July.	London.	1905	100	1st Mort. gold, coupon & tax free..	644,500	7*	Jan. & July.	New York.	1910	100
State lien for \$7,500,000, skg fd	5,401,675	5	April & Oct.	Philadelphia.	74-90	100	2d Mortgage.....	78,000	7	"	"	100	100
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	380,000	7	Feb. & Aug.	Philadelphia.	1901	100	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	100
Income Mortgage.....	310,000	7	April & Oct.	"	1891	100	Stoughton Branch bonds.....	1,000,000	6	"	"	100	100
Pennsylvania and New York (L.V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	105	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1892	100
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	100	Quincy and Palmyra:						
Peoria & Bureau Val (C.R.L. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	100
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	100	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	57
1st Mortgage, traffic guarantee.....	590,000	8	Jan. & July.	Boston.	1878	100	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	776,000	8	Jan. & July.	Boston.	1890	100
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	100	Reading and Columbia (P. & R.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	"	1900	100	1st Mort., Coupon, guaranteed.....	650,000	7	March & Sept.	New York.	1882	100
Peoria and Rock Island:							2d Mort., Coupon, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	100
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	100	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	100	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	106
Perklemen (Phila. and Rdg):							2d Mortgage.....	150,000	7	"	"	1887	100
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	90	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	100
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	100
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-93	100	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	"	1894	100
2d Mortgage.....	500,000	8	"	"	1902	100	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	100
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	100	Virginia State Loan, skg fund....	600,000	6	Jan. & July.	Richmond.	1880	100
1st Mortgage (Md. Div. 9½ m.)	300,000	6	"	"	1891	100	Virginia State guar. bonds.....	157,800	6	"	"	1875	100
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	100	1st Mort. (Peldmont Branch).....	500,000	8	"	"	1888	100
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	1888	100
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102½	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	75-90	69
1st Mortgage.....	5,000,000	6	"	"	1881	94	Rich. Frederickburg & Potomac:						
2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	86½	Sterling Loan.....	87,771	6*	Jan. & July.	London.	1875	100
General Mort. for \$20,000,000.....	7,252,000	6*	"	Phil. or Lond.	1920	100	Dollar Loan.....	175,428	7	"	Richmond.	1875	100
Philadelphia and Reading:							Dollar Loan, Coupon.....	295,500	8	"	"	1881	100
Loan of 1868.....	1,138,900	6	Jan. & July.	Philadelphia.	1893	80	Dollar Loan.....	124,489	6	various.	"	1875	100
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1880	102½	Richmond and Petersburg:						
Mortgage Loan of 1868.....	2,700,000	7	Apr. and Oct.	"	1893	105½	1st Mort. (Coup. and Register'd)	130,500	7	June & Dec.	Richmond.	1875	100
Mortgage Loan of 1866 stg.....	182,400	5*	Jan. & July.	London.	1880	100	2d Mortgage (Coupon).....	175,000	8	Apr. and Oct.	"	80-76	100
Mortgage Loan of 1843 stg.....	976,800	5*	"	"	1880	100	Rockford, E. Island & St. Louis:						
Mortgage Loan of 1836 stg.....	177,000	7*	"	"	74-77	100	1st Mortgage tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	100
Consolidated Dollar coupon.....	7,696,000	7	June & Dec.	Philadelphia.	1911	104½	Rome, Watertown & Ogden sb.:						
Dollar registered.....	3,414,000	7	"	"	1911	106	1st Mortgage (W. & R. Skg Fund	799,990	7	March & Sept.	New York.	1880	100
Mortgage Gold or stg coup.....	7,000,000	6*	"	Phil. or Lond.	1911	100	2d Mortgage.....	460,000	7	Jan. & July.	"	1902	100

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$ 346,000	8	May & Nov.	Saginaw.	1892	...	South Carolina:	\$ 1,486,333	5*	Jan. & July.	London.	'82-'88	...
1st Mortgage.....	346,000	8					1st Mortgage (L.) currency.....	87,000	7	" " "	New York.	'82-'88	...
Saint Croix and Penobscot:							2d Mortgage for \$3,000,000.....	615,500	7	April & Oct.	"	1902	...
1st Mort. (Cal. & Baring).....	\$ 95,200	6	Jan. & July.	Calais, Me.	1879	...	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	...
2d Mort. (").....	17,500	6	" " "	"	1879	...	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	...
Calais Loan (Lewey's Island)...	116,000	6	June & Dec.	"	1876	...	Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	...
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free...	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	...	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	...
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	" " "	"	1900	...	2d Mort. " " "	200,000	7	" " "	"	1889	...
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	...	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	...
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1894	...
1st Mortgage skg f'd. (Series A)...	1,100,000	7	Jan. & July.	New York.	1894	105 1/2	South and North Alabama:						
1st Mortgage skg f'd. (Series B)...	1,100,000	7	April & Oct.	"	1894	...	1st Mort., endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	...
2d Mortgage preferred (Series C)...	1,400,000	7	Feb. & Aug.	"	1894	94	Sterling Mort. guar. by L. & N.	£1,100,000	...	May & Nov.	London.	...	...
2d Mortgage preferred (Series D)...	1,400,000	7	May & Nov.	"	1894	...	South Pacific (Atl. and Pac.):						
2d Mortgage Income (Series E)...	1,700,000	7	" " "	"	1894	78	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	70 1/2
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	...	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81	...
1st Mort. (St. Louis & Iron Mt.)...	4,000,000	7	Feb. & Aug.	New York.	1892	96 1/2	South Side, Va. (A., M. and O.):						
2d Mort. (").....	4,622,000	7*	May & Nov.	"	1897	73 1/2	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	...
1st Mort. L.G. (Arkansas Br'h)...	2,500,000	7*	June & Dec.	"	1895	...	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	...
1st Mort. (Cairo, Ark. & Tex.)...	1,500,000	7*	" " "	"	1897	...	3d preferred bonds.....	452,800	6	" " "	"	'84-'90	...
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	...	Southern Central (N.Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	...
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	94 1/2	2d Mortgage.....	600,000	7	March & Sept.	"	1882	...
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	...	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	...
1st Mortgage (North Missouri)...	6,000,000	7	Jan. & July.	New York.	1895	83 1/2	Southern of L. I.:						
New Mortgage.....	3,000,000	7	March & Sept.	"	1899	...	1st Mort., Sink. Fund.....	750,000	7	March & Sept.	New York.	1887	...
St. Louis, Lawrence and Denver:							1st Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	...	...
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	...	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	...
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	...	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	...
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	"	1896	...	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash)...	1,000,000	7	Jan. & July.	"	1897	...	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	...	...
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	...	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H.&L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	...
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	...	2d Mortgage gold.....	88,000	7*	" " "	"	1880	...
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	1898	...	South Western (Cen. of Ga.):						
2d Mortgage (B.) convertible....	1,000,000	7	" " "	"	1898	...	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	...
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	...	1st Mortgage (Muscogee) conv...	300,000	7	" " "	"	'72-'76	...
St. Paul and Iowa Southwestern:							Spartanburg and Union:						
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	...	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	...
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed....	198,370	7	" " "	"	1879	...
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	...	Springfield, Athol & Northeastern:						
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	"	1892	...	1st Mortgage.....	345,000	7	Jan. & July.	Boston.	'83-'91	...
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	...	Springfield & Illinois S. Eastern:						
1st M. (W. Line) R. R. & Land...	3,000,000	7*	May & Nov.	London.	...	...	1st Mortgage gold, tax free....	2,400,000	7*	Feb. & Aug.	New York.	1899	...
2d M. (W. Line) R. R. & Land...	9,000,000	7*	" " "	"	...	...	2d Mortgage gold, tax free....	416,000	7*	April & Oct.	"	1900	...
1st Mort. (St. Paul and Pac.) l.g.	15,000,000	7*	" " "	"	...	...	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	...
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	...	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	...
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	...	Stanstead, Shefford and Chambly:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	...
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	...	Sullivan (Central Verm.):						
Sand., Mansfield & Newark (B.&O.)							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...
1st Mortgage guaranteed.....	2,309,743	7	Jan. & July.	New York.	1909	...	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	...
Saratoga & Whitehall (R. & S.):							Sullivan and Erie:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	...	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Savannah, Albany & Gulf (A. & G.):							Summit Branch:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	...	1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Best. Ph.	1904	85
Savannah and Charleston:							Sunbury and Lewiston:						
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	...	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	...
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	...	Income Mort. gold.....	200,000	6*	" " "	"	1891	...
Funded Interest bonds, guar....	111,800	7	" " "	New York.	1889	...	Suspens. Bridge & Erie Junc. (E.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	1,000,000	7	" " "	New York.	...	...
1st Mortgage for \$500,000 guar....	152,000	7	Jan. & July.	Macon.	1891	...	Swedesboro (West Jersey):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	200,000	6	June & Dec.	Camden.	...	...
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	...	Syracuse, Bing. & N.Y. (DL&W):						
Schenectady & Susq. (D. & H. Can.)							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	...
1st Mortgage gold, tax free....	400,000	7*	Jan. & July.	New York.	1900	...	2d Mortgage.....	270,000	7	June & Dec.	"	1887	...
Schoolcraft & Three R. (LS & MS):							Syracuse and Chenango Valley:						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	...	1st Mort. gold, for \$500,000....	500,000	7*	Feb. and Aug.	New York.	1891	...
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	...
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	...	Terre Haute & Indianapolis:						
Belma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	...
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	...	Bonds of 1873 for \$1,800,000...	516,000	7	" " "	"	1894	...
Belma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	...	1st Mortgage S. F. Gold.....	40,000pm	6	June & Dec.	N.Y. or Lond.	1912	...
Belma, Rome and Dalton:							Toledo, Peoria and Warsaw:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	...	1st Mortgage (Eastern Div.)...	1,600,000	7	June & Dec.	New York.	1894	79
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	...	1st Mortgage (Western Div.)...	1,800,000	7	Feb. and Aug.	"	1896	69
Equipment Mortgage.....	230,000	10	" " "	"	1881	...	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1888	45
Bhamokin Valley & Pottav. (N.C.):							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	...
1st Mortgage.....	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91	Consol. Mort. for \$2,200,000...	1,500,000	7	May & Nov.	"	1910	40
Bheboygan and Fond du Lac:							1st Mortgage (Burl. Branch)...	250,000	7	June & Dec.	"	1901	50
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	...	Toledo, Wabash and Western:						
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	...	1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	...
Shenango and Allegheny:							1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" " "	"	1890	83 1/2
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	...	1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" " "	"	1893	80
Shenpaug Valley (Cl.):							1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1890	57
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	...	1st Mort. (Ill. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1882	...
2d Mortgage.....	200,000	7	Jan. & July.	"	1902	...	1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889	60
Shore Line (N. Y., N. H. & Hart.)							2d Mort. Toledo and Wabash...	1,000,000	7	May and Nov.	"	1878	55
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	...	2d Mort. (Wabash & Western)	1,500,000	7	" " "	"	1878	...
Sioux City and St. Paul:							2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" " "	"	1893	55
1st Mortgage.....	1,240,000	8	May and Nov.	New York.	1901	...	Equipment (Toledo & Wabash)	600,000	7	" " "	"	1883	38
Land Grant Mortgage gold.....	500,000	7*	" " "	"	1901	...	Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907	40
Sioux City and Pacific:							Consol. 2d mort. gold.....	2,186,000	7*	Feb. and Aug.	"	1893	...
1st Mortgage gold.....	1,629,000	6*	Jan. & July.	New York.	1898	...	Traverse City (Gr. Rap. and Ind.):						
2d Mort. (Gov. Subsidy).....	1,625,200	6	" " "	U.S. Treasury.	1898	...	1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902	...
Memoriet & Kennebec (Me. Cent.):													
1st Mortgage gold.....	260,000	7*	June & Dec.										

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$ 89,700	7	Jan. & July.	Troy.	1878	...	1st Mortgage, unencumbered.....	400,000	6	Jan. and July.	Baltimore.	1890	82
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	" "	" "	1890	101
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	2d Mort. " "	300,000	6	" "	" "	1890	101
2d Mortgage (Gov. subdly).....	300,000	7	April & Oct.	" "	1885	...	2d Mort. endor. by Wash. Co....	300,000	6	" "	" "	1890	98
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	...	2d Mortgage preferred.....	600,000	6	" "	" "	1895	68
Convertible Bonds.....	648,000	7	" "	" "	1882	...	3d Mortgage endor. by Balt.....	875,000	6	" "	" "	1900	100 1/2
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	" "	" "	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6 1/2	Jan. and July.	New York.	1899	87 1/2
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	Western Union (Chl., M. & St. P.):						
Tuckerton:							1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	Western Union Telegraph:						
Union Pacific:							1st Mortgage.....	4,448,900	7	May and Nov.	New York.	1875	....
1st Mortgage gold, tax free.....	27,236,000	6 1/2	Jan. & July.	N. Y. & Bost.	'96-'99	94	West Jersey:						
1st Mort. Land Grant.....	8,578,000	7	Apr. and Oct.	" "	1887	93 1/2	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	85
2d Mortgage (Gov. subdly).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	93 1/2	1st Mortgage.....	1,000,000	6	Jan. and July.	" "	1896	....
3d Mortgage Sinking Fund.....	10,000,000	8	March & Sept.	New York.	1894	83 1/2	1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
Omaha Bridge B'ds, stg \$500,000	2,500,000	8 1/2	Apr. and Oct.	London.	1896	....	1st Mort. (Swedesboro) guar....	200,000	6	" "	Camden.	....	....
Union Pacific (Central Div.):							2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	" "	....	....
1st Mortgage gold, tax free.....	1,600,000	6 1/2	May and Nov.	New York.	1895	....	Consolidated Mortgage.....	1,000,000	7	" "	" "	1899	104 1/2
2d Mortgage (Gov. subdly).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	West Wisconsin:						
Union Pacific, S. Br. (M.K. & T.):							1st Mort. land gr., gold skg fund	3,900,000	7 1/2	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage gold, skg fund.....	3,220,000	6 1/2	Jan. & July.	New York.	1899	....	1st Mort. (Southern Extension).	640,000	7 1/2	" "	" "	1902	....
Union & Titusville (O.C. & A. Riv.):							White Water Valley:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
United N. J. R. R. & Canal Cos:							Wico Mico and Pocomoke:						
Loan of 1901 (United Company's)	3,000,000	6	March & Sept.	Philadelphia.	1901	98 1/2	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Sterling Loan £369,200 (U. Co's)	1,846,000	5 1/2	" "	London.	1894	....	Williamston and 'Barboro':						
Sterling Loan £360,000 (")	1,800,000	6 1/2	" "	" "	1894	....	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1894 St. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Wilmington, Colum. & Augusta:						
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	" "	1888	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	65
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	" "	....	....	Wilmington and Reading:						
Bond to State of N. Jer. (Joint Compa's)	675,000	6	Apr. and Oct.	Philadelphia.	1875	101	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	50
Sterling S. F. £262,000 (C. & A.M.)	1,310,000	6 1/2	Feb. and Aug.	London.	1880	....	2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	" "	1902	17
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	96	Wilmington and Weldon:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	91 1/2	Sterling Bonds.....	648,700	6 1/2	Jan. and July.	London.	1881	....
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	102	Sterling Bonds.....	221,400	7 1/2	May and Nov.	" "	1886	....
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	New York.	1875	....	Sinking Fund gold, Bonds.....	749,000	7 1/2	Jan. and July.	New York.	1896	90
Loan of '78 (")	450,000	6	" "	" "	1873	....	Wilmington and Western (Del.):						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	1st Mortgage.....	500,000	7 1/2	J. A. J. & O. Phil. & Wilm.	1892	....
Utah Central:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
Utah Southern:							2d Mortgage \$12,000 p. m.....	1,145,000	7	May and Nov.	" "	1890	....
1st Mortgage.....	680,000	7	Jan. & July.	Salt Lake City	1891	....	Land Grant Mort. gold, skg fund	4,375,000	7 1/2	June & Dec.	" "	1916	....
Utica and Black River:							Wisconsin Central:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st M. L. G. gold S. F. \$25,000pm	4,595,000	7 1/2	Jan. and July.	Boston.	1901	52
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....	Worcester (Md.):						
Utica, Ithaca and Elmira:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage gold, skg fund.....	25,000pm	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Worcester and Nashua:						
Vermont Cent.—See Central Vt.							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vermont and Massachusetts:							Plain Bonds.....	75,000	6	" "	" "	1881	....
1st Mortgage sinking fund.....	553,000	6	Jan. and July.	Boston.	1883	96 1/2	Plain Bonds.....	150,000	6	May and Nov.	" "	1887	90
Convertible bonds, tax free.....	200,000	7	" "	" "	1879	103	Plain Bonds.....	150,000	7	Apr. and Oct.	" "	1893	....
Convertible bonds.....	150,000	7	" "	" "	1881	103	CANAL BONDS.						
Vicksburg and Meridian:							Chesapeake and Delaware:						
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	1st Mortgage sinking fund.....	1,993,750	6 1/2	Jan. and July.	Philadelphia.	1886	87
General 2d series (blue).....	850,000	7	" "	" "	1890	....	Chesapeake and Ohio:						
Mortgage 3d series (black).....	138,000	7	" "	" "	1890	....	1st Mortgage.....	1,099,500	6 1/2	Jan. and July.	Baltimore.	1885	....
4th series (not end.).....	1,141,700	7	Apr. and Oct.	" "	1890	....	Sterling Loan guaranteed.....	4,375,000	5 1/2	J. A. J. & O.	London.	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	" "	1880	....	Preferred Bonds (next lien)	1,099,500	6	Jan. and July.	Baltimore.	1885	....
Vineland:							Delaware Division (L.C. & N.):						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Virginia & Tennessee (A.M. & O.):							Delaware and Hudson:						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	80	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	....
4th Mortgage.....	870,000	8	March & Sept.	" "	1900	74	regis- 2d series, July 1, 1889	3,500,000	7	Jan. and July.	" "	1884	108
Registered Certificates.....	118,295	8	Jan. and July.	" "	1875	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	105 1/2
Funded Interest.....	228,300	8	" "	" "	1880	....	Debentures.....	850,000	7	Apr. and Oct.	" "	1878	....
Income Mortgage (fundable).....	93,500	8	" "	" "	1886	....	Lehigh Coal and Navigation:						
Walkill Valley (Erie):							Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	96
1st Mortgage gold, tax free.....	810,500	7 1/2	Apr. and Oct.	New York.	1901	....	Convertible Bonds.....	692,100	6	" "	" "	1882	....
Warren (D. L. & W.):							Convertible Loan, gold.....	856,600	6 1/2	March & Sept.	" "	1884	107 1/2
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	" "	1894	160
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	....	1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	" "	1897	99 1/2
Warren & Franklin (O.C. & A.I.R.):							Mortgage (equip.) Loan, gold....	4,916,500	6 1/2	June & Dec.	" "	1897	101
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	....	Consolidated Mortgage.....	199,000	6	" "	" "	1911	....
Warwick Valley (Erie):							Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	" "	1892	....
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	" "	1877	....
Waatch and Jordan Valley:							Monongahela Navigation:						
1st Mortgage.....	150,000	9 1/2	May and Nov.	New York.	1893	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Washington City, Va. Mid. & Gt. So:							Morris (and Banking):						
1st Mort. (O., Alex. & Manassas)	1,550,000	7	Jan. and July.	Baltimore.	1882	75	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	100
2d Mort. (")	350,000	7	" "	" "	1891	....	2d Mortgage.....	285,000	6	Feb. and Aug.	" "	1876	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	" "	1873	88 1/2	Boat Loan, sinking fund.....	238,965	7	Apr. and Oct.	" "	1899	101
2d Mort. (")	1,200,000	6	Jan. and July.	" "	1875	76 1/2	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	" "	1887	....
3d Mort. (")	600,000	8	May and Nov.	" "	1873	72	Pennsylvania:						
4th Mort. (")	700,000	8	March & Sept.	" "	1880	61	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	70
Funded Coupons (do.)	722,664	....	" "	" "	....	....	1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	" "	1878	....
1st Mort. (Lynchb'g & Danville)	521,000	....	Apr. and Oct.	" "	1896	....	Schuylkill Navigation (Ph. & Rdg):						
Virginia State Loan.....	249,962	7	Jan. and July.	" "	'92-'93	....	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	80
Washington and Ohio:							2d Mortgage.....	3,990,392	6	Jan. and July.	" "	'82-'97	....
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	Plain Bonds.....	47,733	6	" "	" "	1876	....
1st Mortgage for \$9,000,000.....	208,000	7 1/2	Apr. and Oct.	" "	1901	....	Improvement bonds.....	260,000	6	May and Nov.	" "	1920	87
Westchester and Philadelphia:							Boat and Car Loan.....	756,650	6	" "	" "	1913	....
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	107	Boat and Car Loan.....	621,690	7	" "	" "	1915	95
Western North Carolina:							Coupon Bonds.....	1,200,000	6	Jan. and July.	" "	1895	80
1st Mortgage.....	855,000	8	Jan. and July.	....	1890	....	Susquehanna and Tide Water:						
Western of Alabama:							2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	78
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....	3d Mortgage (Susqueh. Canal)	1,311,000	6	" "	" "	1878	....
2d Mortgage (M. & W. Point R.R.)	750,000	8	" "	" "	1881	....	Prof. Int. B'ds (")	324,810	6	" "	" "	1894	....
2d Mortgage (consols guar.)...	1,158,000	8	" "	" "	1900	....	Union:						
Income Mortgage.....	802,900	8	Various.	" "	Var.	....	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
Western Pennsylvania (Penn.):							West Branch & Susque. (Penn.):						
1st Mortgage.....	800,000												

RAILROAD SHARE LIST, including Mileage, Tolling Stock, Debts, Income, Dividends, &c., &c.

the asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "v."

[illegible]

[illegible]

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Year ending	Railroad			Rolling Stock			Property and Assets	Abstract of General Balance Sheet				Railroad Operated			Operations			Earnings		Value of Shares					
	Main Line	Branch Line	2d Track and Sidings	Engines	Pass.	Freight		Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	M.	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Par.	p.c.	
Jan. 30, 1874	111.0	5.5	0.6	8	5	4	310	Gilman, Clinton & Springfield, Ill.	4,066,167	380,630	—	2,000,000	2,000,000	584,266	—	111.0	—	—	—	264,667	88,664	100	100	100	
Sept. 30, 1873	14.8	—	—	38	16	10	1,127	Goshen and Deerpark, N.Y.	280,901	—	—	105,000	246,500	22,108	—	105,000	—	—	—	21,500	383,548	100	100	100	
Jan. 30, 1874	331.0	25.0	3.5	5	3	2	225	Grand Rapids and Indiana, Mich.	10,984,050	216,628	95,089	2,800,000	8,000,000	471,089	—	448.5	1,066,389	456,140	363,478	1,129,402	393,850	100	100	100	
May 31, 1873	36.0	7.1	—	6	3	2	225	Grand Rapids and Indiana, Mich.	10,984,050	216,628	95,089	2,800,000	8,000,000	471,089	—	448.5	1,066,389	456,140	363,478	1,129,402	393,850	100	100	100	
Jan. 30, 1874	94.0	6.8	—	2	1	340	Grand River Valley (M. C.), Mich.	604,500	117,460	—	—	600,000	1,500,000	188,163	—	24.1	—	—	—	144,600	144,600	100	100	100	
Jan. 30, 1873	929.0	379.0	—	422	274	84	5,775	Grand Tower and Carbonate, Ill.	145,063,707	—	—	3,600,086	54,942,945	83,720,911	—	24.1	—	—	—	106,495	603,905	100	100	100	
Dec. 31, 1873	229.0	241.8	94.8	177	146	39	2,929	Grand Trunk, Canada	28,137,596	—	—	500,000	10,900,000	—	—	470.8	1,058,594	1,017,803	1,337,289	979,768	154,979	100	100	100	
Jan. 30, 1874	43.4	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific, Texas	1,492,000	—	—	500,000	900,000	—	—	66.0	—	—	—	289,768	154,979	100	100	100	
Jan. 30, 1873	43.4	4.0	—	5	3	2	65	Gulf, Western Texas and Pacific, Texas	1,492,000	—	—	500,000	900,000	—	—	66.0	—	—	—	289,768	154,979	100	100	100	
Aug. 31, 1873	206.0	90.5	29.2	81.0	79	61	621	Hannibal and St. Joseph, Mo.	821,792	—	—	14,250,828	9,146,900	—	—	274.5	1,645,638	320,838	415,563	2,484,671	670,530	100	100	100	
Oct. 31, 1873	36.0	0.8	18.0	30	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Sept. 30, 1873	122.4	0.8	18.0	30	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—	135.6	—	—	—	1,064,040	175,132	100	100	100	
Dec. 31, 1873	74.0	13.7	—	17	16	8	388	Harrisburg and Lancaster, Pa.	1,882,530	—	—	1,182,550	700,000	—	—										

Dec. 31, 1873	122.01	15.1	25.0	00	64	44,146.00	Maine Central	11,100,270	1,032,313	163,723	314,309	4,412,920	6,394,183	1,397,646	1445,958	357,001	278,222	719,760	401,964	2,268,071	583,576	100	40
Mar. 31, 1874	122.01	3.1	25.0	...	...	...	...	825,000	176,000	712,124	64,902	1,000,000	38,920	38,920	86,106	31.0	77,940	100,960	72,514	190,037	100,722	100	100
Sept. 30, 1873	21.3	4.7	117.0	...	...	...	...	768,569	833,909	1,602,478	1,666	20,000	470,000	133,882	38,920	31.0	23,680	684,450	4,135	8,803	198,246	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	100	100
Dec. 31, 1873	191.0	86.0	64.0	84	27	11,231	Marquette	4,898,888	13,938,818	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964	1,309,964								

Year	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus
(†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Paid.	Rate.	
RAILROAD STOCKS:					
Atlantic and Great Western, pref...	10,000,000	7	7	7	107
Atlantic, Mississippi and Ohio, pref...	800,000	7	7	7	107
Atlantic, pref. guar.	276,200	7	7	7	107
Atlantic and Pacific, preferred	10,000,000	7	7	7	107
Atlantic and St. Lawrence, pref. guar.	3,994,900	4	4	4	107
Baltimore and Ohio, pref. guar.	3,552,800	6	6	6	105
Berkshire, pref. guar.	600,000	7	7	7	107
Blossburg and Corning, pref. guar.	250,000	5	5	5	107
Boston, Concord and Montreal, pref.	800,000	6	6	6	84
Buffalo, New York and Erie, pref. guar.	950,000	7	7	7	107
Catawissa, pref. and guar.	1,150,500	7	7	7	88
Camden and Amboy, pref. guar.	5,647,800	10	10	10	129
Camden and Atlantic, preferred	763,549	7	7	7	92
Cayuga and Susquehanna, pref. guar.	589,110	9	9	9	92
Cedar Rapids and Missouri River, pref. and guar.	709,600	7	7	7	107
Central of New Jersey, pref. guar.	20,000,000	10	10	10	107
Central Ohio, pref. guar.	411,550	6	6	6	90
Chemung, pref. guar.	380,000	6	6	6	90
Chesapeake, pref. guar.	2,153,200	7	7	7	85
Chicago and Alton, pref. guar.	2,425,400	10	10	10	109
Chicago, Iowa & Nebraska, pref. guar.	3,916,300	8	8	8	89
Chicago and North-Western, pref.	21,484,113	7	7	7	59
Cinc. and Cleveland, pref.	429,000	6	6	6	25
Cleveland and Mahoning, pref. guar.	2,059,200	7	7	7	92
Cleveland and Pittsburgh, pref. guar.	11,236,150	7	7	7	92
Cumberland Valley, 1st pref.	241,900	8	8	8	88
" 2d pref.	243,000	8	8	8	88
Dayton and Michigan, pref. and guar.	922,400	8	8	8	88
Delaware, pref. guar.	1,315,390	6	6	6	90
Detroit and Milwaukee pref. and guar.	2,517,140	6	6	6	90
Dubuque and Sioux City, pref. guar.	6,000,000	3	3	3	80
Dubuque South-Western, pref.	590,315	8	8	8	88
Eastern (N. H.), pref. guar.	492,500	6	6	6	47
Elmira, Jeff. and Canad. pref. guar.	500,000	5	5	5	72
Elmira & Williamsport, pref. and guar.	500,000	5	5	5	72
Erie Railway, preferred	8,536,910	7	7	7	107
Erie and Pittsburgh, pref. guar.	2,000,000	7	7	7	107
Evansville and Crawfordsville, pref.	100,000	7	7	7	107
Hannibal and St. Joseph, pref.	2,167,700	7	7	7	29
Harrisburg and Lancaster, pref. guar.	1,182,550	7	7	7	101
Housatonic, pref. guar.	1,180,000	8	8	8	96
Huntington & Broad Top Min. pref.	190,750	7	7	7	30
Jeff. and Indianapol. pref. guar.	2,000,000	7	7	7	107
Joliet and Chicago, pref. guar.	1,500,000	7	7	7	98
Joliet and Northern Indiana, pref. guar.	300,000	8	8	8	88
Little Miami, Col. and Xenia, pref. guar.	6,394,450	8	8	8	88
Louisv. Cincinnati and Lex. pref.	851,000	9	9	9	99
Marlette and Cincinnati, 1st pref.	8,101,650	6	6	6	16
" 2d pref.	4,436,250	6	6	6	8
Mich. Southern, (Lake Shore) guar.	533,500	10	10	10	110
Mill Creek, pref. guar.	323,375	10	10	10	110
Millwaukee and St. Paul, preferred	12,274,483	7	7	7	58
Mine Hill, pref. guar.	3,856,450	8	8	8	103
Montclair, pref. guar.	2,000,000	7	7	7	95
Morris and Essex, pref. guar.	15,000,000	7	7	7	110
Nesquehoning Valley, pref. guar.	2,000,000	10	10	10	110
Newark and New York, pref. guar.	1,000,000	7	7	7	110
Newcastle and Beaver Valley, pref. guar.	605,000	10	10	10	110
New Jersey, pref. guar.	7,295,200	10	10	10	130
New London Northern, pref. guar.	971,400	10	10	10	105
New York & Harlem, pref. and guar.	1,500,000	8	8	8	127
" com. and guar.	8,500,000	8	8	8	129
Niagara Br. & Canandaigua, pref. guar.	1,000,000	6	6	6	88
North Eastern (S. C.), preferred	105,000	8	8	8	88
Northern New Jersey, pref. guar.	1,000,000	8	8	8	125
Norwich and Worcester, pref. guar.	2,823,400	10	10	10	125
Ogdensburg & Lake Champlain, pref. guar.	3,077,000	7	7	7	41
" 2d pref.	2,000,000	8	8	8	82
Ohio and Mississippi, preferred	4,030,000	7	7	7	65
Oswego and Syracuse, pref. guar.	1,144,400	9	9	9	99
Panama, pref. guar.	7,000,000	12	12	12	112
Paterson and Hudson, pref. guar.	630,000	8	8	8	84
Pemberton and Hightstown, pref. guar.	342,000	6	6	6	86
Peoria and Bureau Valley, pref. guar.	1,200,000	8	8	8	88
Philadelphia and Erie, preferred	2,400,000	12	12	12	124
Phila. Germant'n & Norrist'n, pref. guar.	2,231,900	10	10	10	110
Philadelphia and Reading, pref. guar.	1,551,687	10	10	10	128
Philadelphia and Trenton, pref. guar.	1,259,100	10	10	10	128
Pittsburg, Ft. Wayne & Chic. pref. guar.	22,214,285	7	7	7	98
Pittsfield and North Adams, pref. guar.	460,000	5	5	5	86
Portland, Saco & Portsmouth, pref. guar.	1,500,000	10	10	10	97
Rochester & Genesee Valley, pref. guar.	557,500	7	7	7	26
Rutland, pref. and guar.	4,300,000	7	7	7	26
St. Louis, Alton & Terre Haute, pref. guar.	2,468,400	7	7	7	26
St. Louis, Jacksonv. & Oh. pref. and guar.	1,054,100	7	7	7	24
St. Louis, Kansas City & Nor. pref.	12,000,000	7	7	7	24
Schuylkill Valley, pref. guar.	576,000	5	5	5	6
Shamokin V. & Pottsville, pref. guar.	869,450	6	6	6	6
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7	7	20
" 2d pref.	1,000,000	7	7	7	20
Toledo, Wabash and Western, pref. guar.	1,000,000	7	7	7	92
Warren, pref. guar.	1,800,000	7	7	7	92
CANAL STOCKS:					
Delaware Division, pref. guar.	1,633,350	8	8	8	8
Delaware and Raritan, pref. guar.	5,847,500	10	10	10	10
Morris, pref. and guar.	1,175,000	10	10	10	124
" com. and guar.	1,605,000	4	4	4	60
Northkill Navigation preferred	2,808,977	6	6	6	28

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Atlantic & Pacific pref.	96	96	95	98	98	107
Central Pacific 6s.	107	107	107	107	107	107
Central of N. Jersey.	107	107	107	107	107	107
1st mort.	104	104	103	103	104	104
7s consol.	103	104	103	103	103	104
7s conv.	106	106	105	106	106	106
Chicago & Alton.	105	105	105	106	106	106
pref.	105	105	105	106	106	106
1 M.	105	105	105	106	106	106
S. F.	105	105	105	106	106	106
Inc. bds.	105	105	105	106	106	106
Chicago, Burl. & Q.	109	109	109	109	109	109
8s, 1883.	109	109	109	109	109	109
7s.	109	109	109	109	109	109
Chic. & Northwestern.	44	44	44	45	45	45
1st M.	58	57	57	58	60	59
S. F.	58	57	57	58	60	59
Consol.	91	90	90	88	89	89
gold.	81	81	81	81	81	81
Chic., Rock Isl. & Pac.	103	103	103	104	105	104
7s, 1896.	107	107	107	107	107	107
Clev., Col. C. and Ind.	64	63	63	64	64	64
Clev. & Pittsburg guar.	92	92	91	91	92	92
2 M.	92	92	91	91	92	92
3 M.	92	92	91	91	92	92
4 M.	92	92	91	91	92	92
Clev. and Toledo.	96	96	96	96	96	96
S. F. 7s.	81	81	81	81	81	81
Col., Chl. & Ind. C.	81	81	81	81	81	81
1 M.	70	70	70	70	70	70
2 M.	70	70	70	70	70	70
Del. & Hudson Canal.	111	111	111	111	110	110
Del. Lack. & Western.	108	108	108	109	108	108
1 M. 7s.	108	108	108	109	108	108
2 M. 7s.	108	108	108	109	108	108
Erie Railway.	28	28	28	28	29	29
pref.	28	28	28	28	29	29
1 M. 7s, 1897.	28	28	28	28	29	29
2 M. 7s, 1897.	28	28	28	28	29	29
3 M. 7s, 1897.	28	28	28	28	29	29
4 M. 7s, 1897.	28	28	28	28	29	29
5 M. 7s, 1897.	28	28	28	28	29	29
6 M. 7s, 1897.	28	28	28	28	29	29
7s, con. gold.	52	52	52	52	52	52
Great Western 2d mort.	52	52	52	52	52	52
Hannibal & St. Joseph.	21	21	21	22	22	21
1st M.	21	21	21	22	22	21
8s, conv.	21	21	21	22	22	21
Hudson River 2 M.	98	98	98	98	98	98
Illinois Central.	102	99	99	101	102	102
7s.	102	99	99	101	102	102
Lake Shore & Mich. S. 7s.	74	74	74	74	75	74
Consol. 7s.	74	74	74	74	75	74
2d consol.	91	91	91	91	91	91
Michigan Central.	78	78	78	78	78	77
S. F. 8s, 1882.	78	78	78	78	78	77
7s, 1902.	102	102	102	102	102	103
M. S. and N. L. 1 M. S. F.	102	102	102	102	102	103
2 M.	102	102	102	102	102	103
Milw. and St. Paul.	36	36	37	37	37	37
1st mort.	57	57	57	57	57	58
2d mort.	57	57	57	57	57	58
8s.	57	57	57	57	57	58
7 3-10s con.	102	102	102	102	102	102
7s, gold.	95	95	95	95	95	95
Morris and Essex.	95	95	95	95	95	95
1st mort.	110	110	110	110	110	110
2d mort.	102	102	102	102	102	102
N. Y. Cen. & Hud. Riv.	102	102	102	102	102	102
7s, S. F. 1876.	102	102	102	102	102	102
8s, S. F. 1883.	102	102	102	102	102	102
8s, S. F. 1887.	102	102	102	102	102	102
1st mort.	112	112	112	112	112	112
reg.	111	111	111	111	111	111
N. York and Harlem.	129	129	129	129	129	129
1st Mort.	109	109	109	109	109	109
N. York N. Hav. & Hart.	137	137	137	137	137	137
Ohio and Miss.	27	27	28	28	29	28
1st mort.	65	65	65	65	65	65
2d M.	82	82	82	82	82	82
Consol. 7s.	98	98	98	98	98	98
S. F.	99	99	99	99	99	99
Pacific Mail S. S. Co.	34	34	35	35	37	35
Pacific R. R. of Mo.	111	111	111	111	112	111
Panama	98	98	98	98	98	98
Pitts., Ft. W. & Chi. gtd.	98	98	98	98	98	98
1 M.	98	98	98	98	98	98
2 M.	98	98	98	98	98	98
3 M.	98	98	98	98	98	98
quicksilver Mining Co.	33	33	33	33	33	33
St. L., Alton & T. H.	100	100	100	100	100	100
1 M.	100	100	100	100	100	100
2 M.	100	100	100	100	100	100
3 M.	100	100	100	100	100	100
4 M.	100	100	100	100	100	100
5 M.	100	100	100	100	100	100
6 M.	100	100	100	100	100	100
7 M.	100	100	100	100	100	100
8 M.	100	100	100	100	100	100
9 M.	100	100	100	100	100	100
10 M.	100	100	100	100	100	100
11 M.	100	100	100	100	100	100
12 M.	100	100	100	100	100	100
13 M.	100	100	100	100	100	100
14 M.	100	100	100	100	100	100
15 M.	100	100	100	100	100	100
16 M.	100	100	100	100	100	100
17 M.	100	100	100	100	100	100
18 M.	100	100	100	100	100	100
19 M.	100	100	100	100	100	100
20 M.	100	100	100	100	100	100
21 M.	100	100	100	100	100	100
22 M.	100	100	100	100	100	100
23 M.	100	100	100	100	100	100
24 M.	100	100	100	100	100	100
25 M.	100	100	100	100	100	100
26 M.	100	100	100	100	100	100
27 M.	100	100	100	100	100	100
28 M.	100	100	100	100	100	100
29 M.	100	100	100	100	100	100
30 M.	100	100	100	100	100	100
31 M.	100	100	100	100	100	100
32 M.	100	100	100	100	100	100
33 M.	100	100	100	100	100	100
34 M.	100	100	100	100	100	100
35 M.	100	100	100	100	100	100
36 M.	100	100	100	100	100	100
37 M.	100	100	100	100	100	100
38 M.	100	100	100	100	100	100
39 M.	100	100	100	100	100	100
40 M.	100	100	100	100	100	100
41 M.	100	100	100	100	100	100
42 M.	100	100	100	100	100	100
43 M.	100	100	100	100	100	100
44 M.	100	100	100	100	100	100
45 M.	100	100	100	100	100	100
46 M.	100	100	100	100	100	100
47 M.	100	100	100	100	100	100
48 M.	100	100	100	100	100	100
49 M.	100	100	100	100	100	100
50 M.	100	100	100	100	100	100
51 M.	100	100	100	100	100	100
52 M.	100	100	100	100	100	100
53 M.	100	100	100	100	100	100
54 M.	100	100	100	100	100	100
55 M.	100	100	100	100	100	100
56 M.	100	100	100	100	100	100
57 M.	100	100	100	100	100	100
58 M.	100	100	100	100	100	100
59 M.	100	100	100	100	100	100
60 M.	100	100	100	100	100	100
61 M.	100	100	100	100	100	100
62 M.	100	100	100	100	100	100
63 M.	100	100	100	100	100	100
64 M.	100	100	100	100	100	100
65 M.	100	100	100	100	100	100
66 M.	100	100	100	100	100	100
67 M.	100	100	100	100	100	100
68 M.	100	100	100	100	100	100
69 M.	100	100	100	100	100	100
70 M.	100	100	100	100	100	100
71 M.	100	100	100	100	100	100
72 M.	100	100	100	100	100	100
73 M.	100	100	100	100	100	100
74 M.	100	100	100	100	100	100
75 M.	100	100	100	100	100	100
76 M.	100	100	100	100	100	100
77 M.	100	100	100	100	100	100
78 M.	100	100	100	100	100	100
79 M.	100	100	100	100	100	100
80 M.	100	100	100	100	100	100
81 M.	100	100	100	100	100	100
82 M.	100	100	100	100	100	100
83 M.	100	100	100	100	100	100
84 M.	100	100	100	100	100	100
85 M.	100	100	100	100	100	100
86 M.	100	100	100	100	100	100
87 M.	100	100	100	100	100	100
88 M.	100	100	100	100	100	100
89 M.	100	100	100	100	100	100
90 M.	100	100	100	100	100	100
91 M.	100	100	100	100	100	100
92 M.	100	100	100	100	100	100
93 M.	100	100	100	100	100	100
94 M.	100	100	100	100	100	100
95 M.	100	100	100	100	100	100
96 M.	100	100	100	100	100	100
97 M.	100	100	100	100	100	100
98 M.	100	100	100	100	100	100
99 M.	100	100	100	100	100	100
100 M.	100	100	100	100	100	100
101 M.	100	100	100	100	100	100
102 M.	100	100	100	100	100	100
103 M.	100	100	100	100	100	100
104 M.	100	100	100	100	100	100
105 M.	100	100	100	100	100	100
106 M.	100	100	100	100	100	100
107 M.	100	100	100	100	100	100
108 M.	100	100	100	100	100	100
109 M.	100	100	100	100	100	100
110 M.	100	100	100	100	100	100
111 M.	100	100	100	100	100	100
112 M.	100	100	100	100	100	100
113 M.	100	100	100	100	100	100
114 M.	100	100	100	100	100	100
115 M.	100	100	100	100	100	100
116 M.	100	100	100			

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Boston and Albany	136½	136½	136½	136½	136½	136½
Boston and Lowell	117½	117½	117½	117½	117½	117½
Boston and Maine	117½	117½	117½	117½	117½	117½
Boston and Providence	156½	156½	156½	156½	156½	156½
Boston, Hartford & Erie	23½	23½	23½	23½	23½	23½
Cheshire, pref.	65½	65½	65½	65½	65½	65½
Ohl., Burl. and Quincy	109½	109½	109½	109½	109½	109½
Concord	140	140	140	140	140	140
Connecticut River	56½	56½	56½	56½	56½	56½
Eastern	126	126	126	126	126	126
Fitchburg	127½	127½	127½	127½	127½	127½
Manchester & Lawrence	78½	78½	78½	78½	78½	78½
Michigan Central	91	91	91	91	91	91
Northern, N. H.	84	84	84	84	84	84
Ogdens & Lake Champ.	108½	108½	108½	108½	108½	108½
Old Colony	55½	55½	55½	55½	55½	55½
Ph., W. & Baltimore	99	99	99	99	99	99
Port'd, Saco & Ports.	40½	40½	40½	40½	40½	40½
Union Pacific	92½	92½	92½	92½	92½	92½
" Land Grant 7s	90	90	90	90	90	90
" S. F. 8s	77½	77½	77½	77½	77½	77½
Vermont and Canada	43½	43½	43½	43½	43½	43½
Vermont and Mass.	87½	87½	87½	87½	87½	87½
South Boston (Horse)	28	28	28	28	28	28
Cambridge	140	140	140	140	140	140
Metropolitan	23	23	23	23	23	23
Middlesex	23	23	23	23	23	23
Central Mining Co.	140	140	140	140	140	140
Calumet and Hecla	10	10	10	10	10	10
Copper Falls	6½	6½	6½	6½	6½	6½
Franklin	44½	44½	44½	44½	44½	44½
Quincy	36½	36½	36½	36½	36½	36½

London Stock Exchange.

	Closing	Prices.
Atlantic & Gt. W. 1st mort., \$1,000..	41 - 43	44 - 46
Do. 2d mort., \$1,000..	15 - 17	17 - 19
Do. 3d mort., \$1,000..	7 - 8	8 - 10
Do. Con. mort. B'n'd Bisch's Cert.	8 - 10	8 - 10
Do. Leas. Lines, Rental Bonds..	63 - 68	63 - 68
Do. 1873 30 - 35	30 - 35	30 - 35
Do. 8 p. c. Scrip. West. Exten.	—	—
Detroit & Milwaukee 1st mort. Bonds	60 - 65	60 - 65
Do. 2d do. 55 - 60	55 - 60	55 - 60
Erie shares 100 dol. all paid..	24 - 24½	26 - 26½
Do. Convertible Gold Bonds..	62 - 64	63 - 65
Do. 6 per cent Convertible Bonds..	93 - 95	96 - 98
Cons. Mort. amount antho. to be issued for conv. of existing bonds..	92 - 94	92½ - 93½
Illinois Central \$100 shares all paid..	91 - 92	87 - 89
Do. Redemption mort. bonds 6 p. c.	99 - 101	99 - 101
Illinois & St. Louis Bridge 1st mort.	98 - 100	98 - 100
Marietta and Cincinnati Rail. Bonds	96 - 99	99 - 101
Michigan Central 8s 1882 conv.	—	—
New York Central, 100 dols. shares	92 - 93	92 - 93
Panama General mort.	95 - 97	96 - 98
Pennsylvania, General mort.	99 - 100	99 - 100
Do. \$50 shares	48 - 49	49 - 50
Philadelphia and Erie 1st mort.	94 - 96	95 - 97

American Railroad Journal.

Saturday, February 6, 1875.

Financial and Commercial Affairs.

Notwithstanding the increased and growing activity in financial and commercial circles, and the consequent improvement in the demand for Money, and the chances for securing employment for the accumulations of recent months, the supply of capital here has been found sufficiently ample to meet all the requirements of responsible borrowers, whether for speculative or mercantile purposes, without leading to any disturbance of the ease, which has been so long the main characteristic of the loan and discount market. Call loans have been quoted at 2@4, generally at 2½@3½; and the best short date commercial credits at 4@6 per cent per annum. The City Banks were losers to a considerable amount, on the return of averages for the past week, but the diminution in the reserves was not seriously felt, as against the borrowing classes. The Sub Treasury gained a little in the currency line, while reporting slight falling off in the coin balance. The Secretary of the Treasury has called in for redemption, in pursuance of the syndicate contract fifteen millions of the 5-20's of '62. The City

banks last week enlarged their reserve of legal tender notes \$1,031,000, and reduced their deposit item \$955,600, while diminishing their specie average \$3,804,600. They report an increase of \$1,124,300 in the loans and discounts and a decrease of \$351,700 in their circulation. The U. S. Sub-Treasury in this city closed the week with a currency balance of \$46,616,594, against \$46,301,894, the preceding week; and a coin board of \$45,178,652, against \$45,351,978, on the previous return. The City bank exchanges in currency during the week, were \$436,560,082, or a daily average of \$72,763,347. The customs revenue of the port, during the week, was \$1,867,000. The City banks reported their average of gold last week at \$17,180,600, and their greenback average at \$57,861,600. Their deposits stood at \$236,191,200. The loan item was \$286,452,800. The circulation was \$23,801,800.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$15,994,400.

The aggregate of the outstanding U. S. currency, of all denominations, Feb. 1, was \$427,109,222. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is now \$345,562,383.

The U. S. Sub Treasury receipts from all sources, at this port, in January, were \$80,413,424 including \$8,187,815 from customs; payments on all accounts, \$88,515,108, including \$9,207,578 of coin interest.

The U. S. Treasury balances on Tuesday were as follows: Currency, \$10,330,000; special deposit of legal tenders for redemption of certificates of deposit, \$47,755,000; coin, (including \$24,650,000 in coin certificates,) \$69,500,000.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been about 65 millions.

Influenced by the recent heavy export drain of specie, and the increased customs demand for coin, as also, in part, by the continued suspension of Treasury Gold sales, the Gold market has been unusually active, the speculative dealings having been on an extensive scale, and the price has advanced sharply, closing buoyantly. The extremes of the week have been 112½@115½, closing on Wednesday at 114½@114½ against 113½ on Wednesday of the preceding week. The specie outflow last week was \$1,577,465. The imports of specie at this port since Jan. 1, have been \$114,144. The customs demand for Gold last week averaged \$311,167 a day. Thus far in the current week, the average has been much higher. Foreign Exchange has been in less urgent demand and rather variable as to price. Bankers' sixty day bills on London closed on Wednesday at \$4 86@4 86½; sight bills on London at 4 89½@4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,672,206.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$6,750,253.

Government Securities have been in good demand on investment account, and quoted higher, favored by the rise in Gold, notwithstanding the increase in the recognized debt in January of \$1,397,870.

U. S. sixes of 1881 closed on Wednesday of this week at 120½@120¾; U. S. Five-Twenties of 1862, at 116½@116¾; U. S. Five-Twenties of 1864 at 118@118½; U. S. Five-Twenties of 1865 120¼@120¾; U. S. Five-Twenties of 1866 consolidated, 119¼@119½; U. S. Five-Twenties of 1867, 120¼@120½; U. S. Five-Twenties of 1868, 120¼@120½; U. S. Ten-forties at 117¼@117½; U. S. Fives of 1881, (Funding Loan) 115½@115¾; Six per cent. currency Sixes from 119¼@120.

Business at the Stock Exchange on Railway and miscellaneous share list has been quite brisk and prices have been generally much firmer. State and Railway bonds have been moderately sought after and have been quoted steadier in the leading instances.

General business has been more active in the leading kinds of produce and merchandise; stimulated, in part, by the higher range of Gold. The demand for Breadstuffs, Cotton, and Provisions has been somewhat brisker, but at variable prices; closing more firmly. Dry Goods, Hardware, Boots and Shoes, Hides, Leather, Naval Stores and Petroleum have been in more request. Metals have been moderately sought after. American Pig Iron has been quoted stronger as to values. Eglinton Pig Iron quoted from yard at \$33 50@34 50; Glengarnock, \$36@37; No. 1 American Pig at \$27@28; No. 2 do. at \$25@26 50; Forge, \$23@27; English Rails at \$47 50@50; gold; American Rails at works, \$50@53; Old Rails, \$30. Wrought Scrap, \$28@35. Ocean freights have been fairly active and at the close quoted firmer. Grain, Provisions and Cotton room most sought after.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Del. and Hudson Canal reg. 7s, 1884, 106; Western Pacific bonds, 87½; Albany and Susq. R. R., 97; do. 1st mort., 107; do. 3d mort., 100; Chesapeake and Ohio 1st mort., coupon, on, 40; Galena and Chicago 1st mort 104¼; Del. Lack. and Western 7s, conv., 109½; Long Dock bonds, 102; LaF., Bloomington and Mississippi 1st mort., 60; Louisville and Nashville R. R., 40; do. 7s, 1898, consol., 90; New York and New Haven 6s, 101½; Pacific R. R. 7s, guar. by Mo., 101¼; Central Pacific 1st mort., San J. div. 86¾; do. C. and O. div., 84¾; Clev. and Pittsburg 7s, consol., 104; Toledo, Peoria and Warsaw 1st mort. E. D., 79; Mil. and St. Paul 1st mort. I. and D. div., 77; do. LaC. div., 88; Chicago and Northwestern Interest bonds, 100; Pacific R. R. of Mo. 1st mort., 90; do. 2d mort., 80; South Pacific R. R. of Mo. 6s, 70½; North Mo. 1st mort., 83¾; Cedar Falls and Minnesota 1st mort., 82¾; Rome, Watertown and Ogdensburg R. R., 77; do. 7s, consol., 93¾; Toledo, Wabash and Western 7s, consol., 40; Gt. Western 1st mort 1888, 80; Quincy and Toledo 1st mort., 57; Dubuque and Sioux City 1st mort., 100; Burlington, Cedar Rapids and Minnesota 1st mort., 49; Pekin, Lincoln and Decatur 1st mort., 60; St. Louis, Iron Mt. and Southern R. R., 23; do. 1st mort., 96½; Joliet and Chicago R. R., 98; Warren R. R., 92; At. and Pacific Tel., 24; Am. District Tel., 30; Mariposa Mining, 5½; Quicksilver pref., 40; U. S. Exp., 54; Wells-Fargo Exp., 84; Adams Exp., 99½; Am. Exp., 64; Canton Co., 62½;

Consol. Coal, 43; Maryland Coal, 17; Spring Mt. Coal, 61; Virginia consol. 6s, ex-matured coupon, 53½; do. def. cer., 10; N. Y. State 7s, B. L., reg., 106¼; do. coupon, 108½; Missouri 6s, 1876, 100; do. 6s, long bonds, 97½; do. Asylum bonds, 95½; Tennessee 6s, old, ex-coupon, 49¼; do. new, ex coupon, 49; do. 6s, new series, 47; South Carolina 6s, new, Jan. and July, 33; North Carolina 6s, old, 27; do. 6s, special tax, 3d class, 3½; Brooklyn 6s, W. L., 101.

Philadelphia.—Schuylkill Nav. 6s, 1895, 80; do. 7s, B. L., 93; Philadelphia and Reading C. and I. mort. bonds, 89; Philadelphia and Reading R. R. 7s, new, conv., 105¼; do. 6s, 1843-80, 102½; Pittsburg, Cin. and St. Louis 7s, 78; Huntingdon and Broad Top Mt. pref., 15; do. 1st mort., 107; do. 7s, consol., 54; Northern Pacific 7-30s, 22; Lehigh Nav. 6s, 1877, 95; United Companies of New Jersey Gen'l mort. 6s, 98¾; Ithaca and Athens 7s, 96; Pennsylvania and New York 7s, 105; Allegheny Valley 7 3-10s, 90; do. 7s, 85¾; Camden and Atlantic pref., 46; Catawissa R. R., 23½; do. new pref., 36½; Lehigh Valley pref., 65; Philadelphia and Trenton R. R. 128½; Westchester and Philadelphia R. R., 52½; do. 7s, 107; Nesquehoning Valley R. R., 56½; Pennsylvania div. scrip, 106¾; Harrisburg and Lancaster R. R. 50½; Pittsburg 5s, 76¼. The latest quotations are: City 6s, 101¾@102¼; do. free of tax, 104¾@104¾; Pennsylvania State 6s, 2d series, 107@107½; do. 3d series, 110@112; Philadelphia and Reading, 56¾@56½; do. Gen'l mort. 7s, coup., 104¼@104¾; do. reg., 106@106; do. mort. 6s, 1880, 100½@103; do. new conv. 105@105½; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 129¾@130; Camden and Amboy mort. 6s, 1889, 102@102½; Pennsylvania R. R., 55¾@55¾; do. div. scrip, 106¾@—; do. 1st mort., 102@102; do. 2d mort., 102@102½; do., general mort. coupon, 98@98¼; do. reg., 99¾@100¼; Little Schuylkill R. R., 47¼@47¾; Morris Canal, 50@51; do. pref., 124@124½; do. 6s, 100@104; Susq. Canal, 6@9; do. 6s, 77@78; Schuylkill Nav., 7¼@7½; do. pref., 14¼@14¾; do. 6s, 1882, 80@80½; do. 1872, 91@92¼; Elmira and Williamsport pref., 37½@38½; do. 7s, 1878, 100@102; do. 6s, 61½@62½; Lehigh Coal and Navigation, 51½@51¾; do. 6s, 1884, 100@100¾; do. R. R. Loan, 99@99½; do. Gold Loan, 100@100¾; North Pennsylvania, 54@—; do. 6s, 101¼@102¼; do., 7s, 106@—; do. Chattelle 10s, 106@—; Philadelphia and Erie, 21¾@22; do. 6s, 95¾@—; do. 7s, 86½@87; Minehill, 52¼@52¾; Catawissa, 23@23½; do. pref., 43¾@44; do. new pref., 36½@36¾; do. 7s, 1900, 101@—; Lehigh Valley, 62¼@62½; do. 6s, new coupon, 102@102¾; do. reg., 103@103¾; do. 7s, 107½@108½; Fifth and Sixth streets (horse), 58½@—; Second and Third, 68@68¼; Thirteenth and Fifteenth, 26@26¾; Spruce and Pine, 30¾@32; Green and Coates, 48@49¼; Chestnut and Walnut, 72¼@72¾; Hestonville, 20¼@20½; Germantown 40@45.

Boston.—Atchison, Topeka and Santa Fe R. R., 13¼; do. 1st mort., 69½; do. Land Grant 7s, 72; do. scrip, 37; do. 2d mort., 38; do. Income 12s, 99; Burlington and Missouri River R. R. in Nebraska, 50½; do. 8s, old, 101¾; Eastern R. R. 7s, 1884, 91¼; Chicago, Burlington and Quincy 7s, 102; Vermont Central 1st mort., 16½; do. Equipment 8s 58; do., Income and Exten. 8s, 64 Old Colo-

ny R. R. 7s, 1894, 105½; do. 1877, 102; do. 6s, 1876, 99½; Boston, Concord and Montreal 7s, 103; Ogdensburg and Lake Champlain 8s, 1878, 92¾; Boston and Maine 7s, 1894, 106; Conn. and Pass. Rivers R. R. 7s, 1876, 98¾; Kal., Allegan and Grand Rapids 8s, guar., 95½; Vt. and Mass. R. R. 7s, conv., 103; Agricultural Branch 6s, 1884, 85; Central Pacific 7s, 1883, 100; Carthage and Burlington 8s, 102; Wisconsin Central 7s, gold, 52; White Valley 1st mort. 8s, 1874@1875, 48¼; do. 1876, 27½; Little Rock and Ft. Smith L. G. 7s, 1900, 7¾; Fitchburg and Worcester 7s, 1889, 90¼; Jackson, Lansing and Saginaw 8s, 1891, 97; Burlington and Missouri River R. R. in Iowa, 106; do. Creston Branch, 103; Worcester and Nashua R. R., 122½; do. 6s, 1887, 96; Nashua and Lowell R. R., 114; New Bedford R. R., 111½; Norwich and Worcester R. R., 125; Portsmouth, Gt. Falls and Conway R. R., 40; do. 7s, guar., 87; Rutland pref., 20½; scrip No. 7, 20c.; Ind., Cin. and Laf. R. R., 6¾; Summit Branch, 34½; Cincinnati, Sandusky and Cleveland R. R., 9¾; Eastern (N. H.) R. R., 47¼; Boston Water Power, 9¾; Cary Imp., 5; Boston Land, 6¾; Pullman Palace Car, ex-div., 94¾; Waverly Land, 3¼; New Hampshire 6s, 1894, 102¼; Massachusetts 5s, 1894, 104; Maine 6s, 1889, 102½; do. 1880, 101¾; Rhode Island 6s, 1883, 103½; New Bedford 7s, 104¼; Chicago 7s, 101½; do. 6s, 95¾; Boston 5s, 1876, 100½; do. 1880, 100¾; Cook Co., Ills., 7s, 101¼; Lowell 6s, 98¼; Toledo 8s, 1877, 101½; do. 1878, 101¾; do. 1879, 102; do. 1880, 102¼; do. 1894, 104¼; Bangor 6s, 1881, 97; do. 1894 95½; do. 7s, 1899, 105; Portland 6s, 1877, 99; Bath 6s, 1502, 93; Van Wert Co., Ohio, 8s, 101¼; Peoria 7s, 1888, 97¾; West Chicago Park 7s, 1892, 92¾; Charlestown 6s, 1876, 100½; Brookline 7s, 1893, 106; Norwich 7s, 1904, 105½; Providence 5s, 1900, gold, 94¾; Allouez Mining Co., 7; Ridge, ex-div., 6; Petherick, 1; National, 2¾; Rockland, 1 1-16.

Baltimore.—Virginia consols, ex-coupon, 51; Virginia coupons, 82½; Maryland Defense 6s, 108; Orange, Alex. and Manassas 7s, 75; Western Maryland R. R. 3d mort., endorsed by Baltimore, 100¾; Richmond and Danville 1st mort., 68½; Orange and Alexandria R. R. 2d mort., 75¼; Cincinnati and Baltimore 1st mort., 90; Virginia and Tennessee R. R. 8s, 74. The latest quotations are: Richmond and Danville 1st mort., 68@69; Pittsburg and Connellsville 7s, 1898, 83¼@84; Baltimore and Ohio, 189@192; do. 6s, 1875, 100½@101; do. 1880, 101@102; do., 1885, 102¼@102½; Washington Branch, 140@170; Northern Central, 34@34½; do. 6s, 1885, 93½@95; do. 6s, 1877, 100@101; do. 1900, 89@91; do. 6s, 1900 gold, 91½@92; N. W. Va. 3d mort., 1885, 99@100; Marietta and Cincinnati 1st pref., 15@19; do. 2d pref., 8@12; do. 1st mort. 7s, 1892, 103¾@104; do. 2d mort., 7s, 94¾@95¼; do., 3d mort. 8s, 78½@78¾; Central Ohio, 45¼@46½; do. 1st mort., 96@97; Western Maryland, 1st mort. 6s, 1890, 80@85; do. 1st mort. guar., 100½@101; do. 2d mort. guar., 100½@101; do. 3d mort., guar., 100¾@101; do. 2d mort. pref., 68@75; do., 2d mort. guar. by Washington Co., 90@93; Virginia and Tennessee 2d mort. 6s, 70@72½; do. 3d mort. 8s, 74@76; Orange and Alexandria 1st mort. 6s, 80@88; do., 2d mort. 6s, 74@76; do., 3d mort. 8s, 70¾@72; do., 4th mort. 8s, 62@68; Orange,

Alex. and Manassas 7s, 74@76; Baltimore 6s, 1875, 102¾@103; do., 1884, 102¼@102½; do. 1886, 102¼@102½; do. 1890, 102¾@102½; do., 1900, 102@103; do. 1902, 102½@103; do., 6s, exempt, 105@106; do. 5s, 80@85; Memphis City 6s, 35@40; Maryland Defense 6s, 1883, 107½@108½; do. 6s, 1890, 101@102½; do. 6s, exempt, 107½@108½; do. 5s, 85@90; Virginia coupon 6s, old, 37@40; do. new, 32@36; do. consol. 6s, 53½@53¾; do. coupons, 83¼@83½; do. def. certif., 10¾@11½; City Passenger R. R., 23@23½; George's Creek Coal, 135@140; Atlantic Coal, 2.20@2.30; Santa Clara, 5.00@8.87; do. bonds, 25@28; Canton Co., 50@70.

Brown, Brothers & Co.,

No. 59 WALL ST., N. Y.,

Issue, against cash deposited, or satisfactory guarantee of repayment, Circular Credits for Travelers, in dollars for use in the United States and adjacent countries, and in pounds sterling for use in any part of the world.

THEY ALSO ISSUE COMMERCIAL CREDITS, MAKE CABLE TRANSFERS OF MONEY BETWEEN THIS COUNTRY AND ENGLAND, AND DRAW BILLS OF EXCHANGE ON GREAT BRITAIN AND IRELAND.

Cincinnati Municipal

7 3-10 PER CENT. BONDS.

A limited amount for sale by

KUHN, LOEB & CO., BANKERS,

No. 31 Nassau St., New York.

In the case of St. John vs. Erie Railway Co., the U. S. Supreme Court affirm the judgment of the Court below, holding that the holders of preferred stock of the original road are not now creditors of the company, but merely stockholders, and entitled to no preference over others. Having abandoned their position as creditors, and becoming stockholders, they thereupon ceased to be the former and became the latter.

The Cumberland and Beverly Railroad company, with a capital stock of \$300,000, has filed a certificate of incorporation with the Secretary of State of Ohio. The route is from Cumberland, in Guernsey county, through Noble and Morgan counties to Beverly, Washington county.

Both Houses of Congress have passed, and the President has approved, the Bill providing for the payment of interest in currency on the 3-65 Bonds of the District of Columbia, due on the 1st inst. The amount appropriated for that purpose is \$182,500.

Messrs. Knox & Turton, of Sacramento, Cal., have the contract for constructing the Colfax and Nevada narrow gauge railway. Some 600 men will have steady employment during the entire summer, and work will be commenced early next week, near Colfax.

The Cleveland, Mt. Vernon and Columbus Railroad Company has filed with the Secretary of State of Ohio a certificate of increase of capital stock from \$4,000,000 to \$5,500,000.

Redemption of Five-twenty Bonds.

By virtue of the authority given by the act of Congress approved July 14, 1870, the Secretary of the Treasury gives notice that the principal and accrued interest of certain 5 20 bonds will be paid at the treasury of the United States, in the city of Washington, on and after the first day of May, 1875, and that the interest on said bonds will cease on that day. That is to say, coupon bonds, known as the four series, act of February 25, 1862, dated May 1, 1862, as follows: Coupon bond—\$50, No. 4,962 to No. 8,350, both inclusive; \$100, No. 10,501 to No. 23,100, both inclusive; \$500, No. 7,001 to No. 11,100, both inclusive; \$1,000, No. 20,001 to No. 33,700, both inclusive—\$12,000,000. Registered bonds—\$50, No. 1,821 to No. 2,000, both inclusive; \$100, No. 14,151 to No. 15,550, both inclusive; \$500, No. 8,071 to No. 8,650, both inclusive; \$1,000, No. 33,351 to No. 35,700, both inclusive; \$5,000, No. 10,261 to No. 11,600, both inclusive; \$10,000, No. 13,201 to 15,500, both inclusive—\$3,000,000. Total, \$15,000,000. The interest due May 1, 1875, on the registered bonds embraced in this call will be paid with the principal.

Worcester (Md.) Railroad.

A correspondent of the Baltimore *Sun*, writing from Salisbury, Md., under date January 26, says:

The Old Dominion Steamship Company of New York has purchased the Worcester railroad, which connects Berlin with Suow Hill. The arrangements were perfected on last Saturday. The Old Dominion Steamship Company have a regular line of steamers plying between New York and Lewes, Del. The railroad which connects the latter place with Georgetown, Del., has been extended to the Delaware State line, leaving but eight miles of road to be constructed to connect Snow Hill, Md., with Lewes, Del. This short space will be placed under contract at once. It is contemplated to extend the line through the lower portion of Worcester county. The inhabitants of the counties of Accomac and Northampton, Va., are anxious to have it extended to Cherrystone.

Southern Pacific Railroad.

We learn from the Bakersfield (Cal.) Courier, of January 16th, that the advance force of graders were at work about 28 miles beyond the Bakersfield depot, and the roadbed ready for the track about 16 miles beyond where the track was then laid, and which, when laid, would carry the road 21 miles in advance of that place, where a temporary depot and side track are to be established for the accommodation of the Inyo trade. Beyond that to the place where a permanent depot is to be fixed, some heavy cuttings are being excavated that will require at least two months to complete. About two hundred graders are at work, but this force will soon be largely increased by the accession of the laborers now engaged on the Inyo wagon road. Altogether the work was going forward more rapidly than was anticipated. A surveying party is just in advance of the graders, evidently working with the utmost care and exactitude.

A project is on foot to build a railroad from Burnett's Station to Knight's Ferry, and thence to Sonora. It is stated in Sonora that a company has been formed in San Francisco for that purpose, and that the stock is subscribed.

Over \$100,000 of stock of the Los Angeles and Independence Railroad has been taken in Los Angeles. The project is rapidly gaining favor with the people.

The announcement of the resumption of Messrs. TURNER BROTHERS, which took place on the 1st inst., was received by their friends and the street generally with great satisfaction. Their office is at 14 Nassau street, where they do a general banking business, make collections in all parts of the country, buy and sell gold, stocks and bonds upon commission, and make advances upon approved securities.

A Springfield, Ill., special says George N. Black, of Chicago, has been appointed Receiver for the Springfield and Northwestern Railroad on application of the bondholders. This road was recently completed and runs from Springfield northwest to Havana, Illinois.

The Delaware and Hudson Canal Co. have awarded the loan for \$2,000,000 of their seven per cent. currency bonds, due 1894, to Morton, Bliss & Co., and L. Von Hoffmann & Co., at 101.11 and interest.

Messrs. Kuhn, Loeb & Co., Bankers, No. 31 Nassau street, are offering to investors and capitalists a limited amount of the Cincinnati Municipal 7 3 10 per cent. bonds.

THE NEW YORK ELEVATED RAILROAD COMPANY, }
OFFICE, No. 7 BROADWAY,
New York, Jan. 25, 1875. }

NOTICE.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned at this office until Monday, Feb. 8, 1875, at 12 o'clock M., for all or any part of Five Hundred Thousand Dollars (\$500,000.) of the first mortgage convertible 7 per cent. Bonds of this company, in sums of \$1,000 or any multiple thereof.

Terms of payment—5 per cent. of the amount bid to accompany proposals, for which certified checks may be inclosed, which will be returned to bidders Feb. 8, unless the bid is accepted; 20 per cent. Feb. 15; 25 per cent. March 1; 25 per cent. March 15; and the remaining 25 per cent. April 1 next.

The company reserve the right to accept such bids as it deems for its best interest.

For further information apply at the office.

M. COURTRIGHT, President.

OFFICE PENNSYLVANIA RAILROAD CO., }
PHILADELPHIA, January 11, 1875. }

NOTICE IS HEREBY GIVEN THAT THE Pennsylvania Railroad Company will pay, upon presentation, before March 6, 1875, their Scrip issued for the dividend December 6, 1873, at par, and accrued interest thereon to date of presentation.

On the 6th of March, 1875, this Scrip will cease to bear interest, and the Company will pay all that may then be outstanding.

BAYARD BUTLER, Treasurer.

FISK & HATCH,

Bankers,

5 Nassau St., N. Y.

U. S. Government Bonds of all issues and denominations bought and sold direct at current market rates, in large or small amounts to suit all classes of investors and Institutions, and for immediate delivery; and all business connected with investments in Government Bonds, transfers of Registered Certificates, Exchange of Coupon Bonds for Registered, Collection of interest, &c., attended to on favorable terms.

All other marketable Stocks and Bonds bought and sold on Commission; Gold Coupons and American and foreign Coin bought and sold; approved deposit accounts received.

FISK & HATCH.

**A Foreign Financial Plan
AMERICANIZED.****Ten Dollar Bonds.****POPULAR LOAN.****The Great Southern Railway Co.**

(CONSOLIDATED)

UNDER CONSTRUCTION IN

GEORGIA & FLORIDA,

OFFER FOR SALE ITS

**First Mortgage Land Grant and
Premium Bonds.**

Payment Secured by First Lien on 500 Miles of
Railway, Equipment, Franchises, Steamers,

and

6,400,000 Acres

of selected Yellow Pine, Cedar, Live Oak, Cotton, Sugar, and other valuable Agricultural Lands. Also a Sinking Fund from Earnings of the Road.

Bonds Redeemed, with Premium, Six times
in each year, beginning
January, 1875.

Every Bond, when Redeemed, must receive
a Premium from \$1.00 to \$50,000,
besides the Original cost
of the Bond.

The Company will receive the Bonds at
par in payment for Land and for
transportation of passen-
gers and freight
over its line.

The Great Southern Railway Company is incorporated by the Legislatures of Georgia and Florida. It is designed to connect the Railway system of the United States with Cuba and the other West India Islands, Southern Mexico, and Central America, the Panama Railway and South America. It is a direct, immediate, and the only possible railway line, stretching four hundred miles South of any other railroad, between the temperate zone and the tropics of America, between 50,000,000 people in the United States and Canada, and 40,000,000 in the West Indies, Central and South America.

It will reduce the water transportation between the Railroad system of the United States and Cuba to a run of only Five Hours by Steamship, and to Southern Mexico, Central America and South America it will shorten the line Sixteen Hundred Miles over the route now generally traversed.

In a Political and Military point of view, the importance of this line to the United States can hardly be overestimated.

In the transportation of U. S. Mails, Express and Fast Freights, Military Stores and Supplies, Sea Island Cotton, Tropical Fruits, Market Gardening, &c., it will do a larger business for the length of its line than any railway in the United States.

It will be a Commercial and Political bond of peace and amity between the people of North and South America.

HON. THOMAS W. OSBORN, President.

JAMES W. JOHNSON, Treasurer.

WM. F. WHEELER, Secretary.

Orders for Bonds, and for Circulars, Maps, etc., apply to

EMIL HAAS & CO., FINANCIAL AGENTS,
71 Broadway, New York.

The Narrow Gauge Road from Shelburne Falls to Montpelier.

J. Sprague of Conway, the engineer for the proposed Deerfield River Narrow Gauge Railroad, passed over the line from Weston to North Sherburne, and from there over the line of the Montpelier and Rutland narrow gauge road to Montpelier, Vt., last week. Very general interest is felt on the line, and the determination is expressed by the leading citizens to secure its construction at an early day. Meetings were held at Rochester and Waitsfield, at which Mr. Sprague and Samuel Wells of Montpelier addressed the citizens in the interests of the road. Committees were appointed to solicit subscriptions to the stock, and earnest work will be done to secure the new line. The route north of Mt. Holly station passes up the Black river through the town of Plymouth, thence up the Ottauquechee river through a corner of Bridgewater and the town of Sherburne, thence down the Tweed river to the White river in Stockbridge, thence up the White river through the towns of Rochester, Hancock and Granville, thence down the Mad river through Warren, Waitsfield and Moretown to the Winooski river in Middlesex, and up that river to Montpelier, about 54 miles. This is a much more feasible route to build than the Deerfield road, passing through a very level country nearly all the way. No grades will exceed 80 feet per mile, and most of it will not exceed 30 to 40 feet. This route includes a large amount of wild timber lands, iron mines and marble and lime-stone quarries, which would furnish freight as soon as the road can be built.—*Springfield Republican.*

Equipment, Mileage, etc., on the Philadelphia and Reading Railroad.

There are on the Philadelphia and Reading Railroad 405 engines, of which 350 are first class engines, 47 second class, 2 third class, and 6 fourth class; in all, 405 engines. There are 3 eight wheeled iron coal cars, 7,762 eight wheeled wooden coal cars, 1,874 four wheeled iron coal cars, and 5,434 four wheeled wooden coal cars; in all, 15,078 coal cars. There are 1 sixteen wheeled platform gun car, 1,108 eight wheeled house cars, 114 eight wheeled cattle cars, 2,047 eight wheeled gondola cars, 221 eight wheeled lime cars, 28 four wheeled house cars, 26 four wheeled gondola cars, 21 four wheeled sand and ore cars, and 253 four wheeled lime cars; in all, 8,819 freight cars. There are 220 eight wheeled passenger cars, 44 eight wheeled baggage cars, and 15 eight wheeled mail and baggage cars; in all 279 passenger cars. There 10 eight wheeled house cars for wreck trains, 16 eight wheeled gondola cars with cranes, 2 eight wheeled crate cars for sawed wood, 5 four wheeled house cars for wreck trains, 58 four wheeled open cars for cord wood, 3 four wheeled open cars for depot fuel, &c., 8 four wheeled dump cars, 116 four wheeled cabin cars for signalmen, 59 stationary steam engines, 18 snow plows, 25 carts, wagons and drays for freight and materials, 47 express wagons, 211 horses and mules, 75 express horses, 45 extra tenders for locomotives, 3 dirt scows, and 1 four wheeled sweeping car. There are in the roadway department 11 eight wheeled house cars, 90 eight wheeled gondola cars, 98 four wheeled gondola cars, 23 four wheeled house, crane and scale test cars and 328 dumping cars, in all 550.

No additional passenger cars have been built during the year, although ten new ones have been built in place of an equal number which were unfit for further service. As during the past season there have been frequent occasions when the company was pressed to meet the demand upon it for the transportation of passengers, and with the prospect of a further increase of travel during the

ensuing year, which will be largely augmented during the Centennial year, the General Superintendent thinks it advisable to add freely to that branch of the company's equipment.

The total number of miles run during the year was 8,119,077; the average weight of through loaded coal trains down, exclusive of engine and the tender, is 888.2 tons; average weight of empty coal trains up, exclusive of engine and tender, 297.9 tons; average weight of through passenger trains, exclusive of engine and tender, 116 tons; cost of repairs of engines, including wages, material, &c., \$456,245 81. The total miles run by all engines owned and used by the company from May 1838, to November 30, 1874, were 91,925,904.

The cost for repairs to or renewal of coal and freight cars was \$824,528 36, and for passenger cars \$121,016 64.

A statement of the general superintendent gives the items of cost in detail of hauling coal per round trip of 190 miles, from the coal region to tidewater and back with empty cars. The cost of transporting average loads of 636.7 tons, and average through load of 512.6 tons, of 2,240 each, is \$151 34.

The average cost of running a through passenger train at 51 passengers per train, is \$40 86.

The average cost of running a through freight train is \$54 95.

Fitchburg Railroad.

At the annual meeting of the stockholders of this company held in Boston on the 28th ult., the annual report of the directors for the fiscal year ending September 30, 1874, was presented, accepted and ordered to be placed on file. The following gentlemen were then elected directors for the ensuing year: Wm. B. Stearns, Charlestown; P. B. Brigham, Boston; Seth Bemis, Newton; Robert Codman, Boston; and Rodney Wallace, Fitchburg.

The next business was to accept the act of the Legislature passed Jan. 30, 1874, to authorize the directors to re-locate certain portions of the road.

Mr. Seth Bemis of Watertown read the act alluded to, and offered the following motion:

Voted, That the company accept the act of the Legislature of Massachusetts, being Chapter 401 of the acts of 1874, entitled "An act to authorize the Fitchburg Railroad Company to construct additional tracks, re-locate portions of its own and the Vermont and Massachusetts Railroad, and for other purposes," and that the directors be and they are hereby authorized to do and perform any and all the acts, matters and things authorized by the first and second sections of said act.

Mr. Bemis stated that the managers desired the consent of the stockholders to operate only under those portions of the act which relate to the relocation, as they do not desire any increase of the capital stock. The motion was adopted without opposition, and after the report of the election the meeting adjourned.

The Turkish Government has begun the construction of a railway, to be called the Steam Caravan, between Alexandretta and Aleppo, Syria, 94.2 miles. A single rail is employed, following the conformation of the land, but raised on a wall 28 inches high and 17.5 inches broad. The vehicles are mounted and straddle both rail and wall. The locomotives are provided with horizontal, leather covered wheels, which rest against the sides of the masonry and serve as brakes, and the last vehicle of each train has similar arrangements. Each side of each carriage will hold two persons, and the complete train will accommodate ninety-six.

A special meeting of the stockholders of the California and Texas Railroad Construction Company was held in Philadelphia on the 29th ult. F. S. Bond, vice president submitted a report, in which it was announced that considerable progress had been made toward paying the debt of the company. Resolutions were adopted looking to the liquidation and adjustment of the obligations of the company. Officers were instructed to cancel and abrogate the contract between the Construction Company and the Texas and Pacific Railway Company on such terms as would be equitable to both companies.

It is stated that the trustees of the Cincinnati Southern Railroad have given the contract for the bridge over the Ohio river to the Keystone Bridge Company of Pittsburgh, Pa. The bid of this company was \$663,570, nearly \$100,000 more than the lowest bidder.

Canadian Pacific Railway.

Tenders for Grading—Fort William to Shebandowan.

SEALED TENDERS, addressed to the undersigned and endorsed "Tender Pacific Railway," will be received up to noon of SATURDAY, the 27th of February next, for the Bridging and Grading required on that Section of the Pacific Railway, extending from the Town plot of Fort William, near Thunder Bay, Lake Superior, to Lake Shebandowan, about 46 miles in length.

For plans, specification, approximate quantities, forms of tender and other information, apply at the office of the Engineer in Chief, Ottawa.

Plans and specifications for that part of the line between Lake of the Woods and Red River, will be ready in the course of two or three weeks.

By Order,

F. BRAUN.

DEPARTMENT OF PUBLIC WORKS, }
Ottawa, Jan. 16, 1875. }
Secretary.

Jersey City Steel Works.

JAS. R. THOMPSON & CO..

MANUFACTURERS OF

HAMMERED AND ROLLED

CAST STEEL,

OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, made to Order.

JAS. R. THOMPSON,

J. H. GARDNER,

B. ILLINGSWORTH,
H. DICKINSON.

FULLER, LORD & CO., Machine-Forged Nuts, BOLTS & NUTS,

WROUGHT WASHERS,

BOONTON CUT NAILS,

139 Greenwich Street,

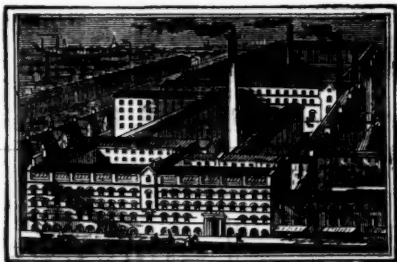
NEW-YORK.

W. & L. E. Gurley, Troy, N. Y.

MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

Knox & Shain,

MANUFACTURERS of Engineering and Telegraphic Instruments, 716 Chestnut St., Phila. (Two premiums awarded.)



Manufactory of the Spencerian Steel Pens, Birmingham, England.

SPENCERIAN
DOUBLE ELASTIC

STEEL PENS

The superiority and excellence of these justly celebrated Pens, are appreciated, as is shown in their constantly increasing sale. They are comprised in 15 numbers, of which one number alone has an annual sale of more than **5,000,000.**

The *Spencerian Pens* are manufactured of the very best material by the most expert workmen in Europe, and are famous for their elasticity, durability, and evenness of point.

The *Spencerian Pens* are for Sale by all Dealers.

We make Fifteen Numbers of Pens, differing in flexibility and fineness of point, adapted to every style of writing, as follows:

- No. 1. *College Pen. Point Fine; Action Perfect.* This is a great favorite with our leading penmen, is largely used in the Schools and Commercial Colleges throughout the country, and gives better satisfaction than any Pen before the American Public.
- No. 2. *Counting-House Pen. Point Fine and Flexible,* well adapted to the use of Correspondents and Accountants.
- No. 3. *Commercial Pen. Point Medium.* An Easy Writing Business Pen.
- No. 4. *Ladies' Extra Pen. Point Extra Fine and Flexible.* For Delicate Fine Hand Writing this is a very superior Pen.
- No. 5. *School Pen. Point Fine, Medium in Flexibility.* For a durable School Pen it has never been equaled.
- No. 6. *Flourishing Pen. Point Long, Flexible and Medium in Fineness.* For Off-hand Flourishing.
- No. 7. *Quill Pen. Point Medium, Quill Action.* A Smooth, Easy Writing Pen. Its name well represents its qualities.
- No. 8. *Congress Pen. (New.) Medium Flexible Point.* A very superior Pen for all styles of writing. This Pen undergoes a process that renders it non-corrosive and three times more durable than any ordinary steel Pen.
- No. 9. *Bank Pen. Point Long and Flexible.* A great favorite with Accountants, Tellers, &c.
- No. 10. *Custom-House Pen. Point Medium.* Well adapted to all styles of Bold-hand Writing.
- No. 11. *University Pen. Point Medium, very Smooth and Flexible.* The action of this celebrated Pen is very fine.
- No. 12. *Epistolaire Pen. Point very Fine and very Flexible.* This is the Finest Pointed Pen made, and for very Delicate Writing, Map and Fine Pen Drawing, it has no equal.
- No. 13. *Engrossing Pen. Point Blunt and Smooth.* Particularly adapted to Coarse-hand Writing and Engrossing.
- No. 14. *Artistic Pen. Flexible, with extra fine Point.* This Exquisite and Truly Celebrated Pen is the Best Pen extant for Fine Ornamental Writing.
- No. 15. *The Queen. Point extra fine.* Admirably adapted to all kinds of Fine Writing.

Sample Cards containing all the FIFTEEN Numbers, securely enclosed, will be sent by mail on receipt of 25 cents.

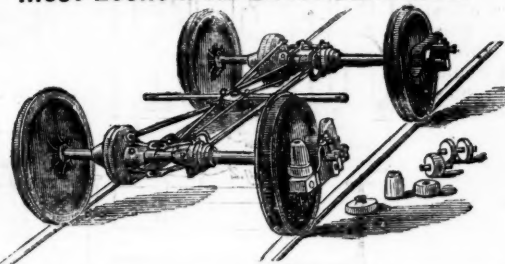
IVISON, BLAKEMAN, TAYLOR & CO.
138 & 140 Grand Street, N. Y.

ALBERT C. McNAIRY, President.

HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,
[ESTABLISHED IN 1850.]

The Lightest Running, Easiest Riding, and most Economical Street Car in use.



Higley's Patent Street Car Running Gear and Brake, Made and Sold by the McNairy & Claflen Manufacturing Co., Cleveland, O.

HARVEY T. CLAFLEN, Sup't.

JOHN COON, Sec'y.

McNairy & Claflen Mfg. Co.,

PROPRIETORS,

BUILDERS OF

Railway & Highway

BRIDGES,

ROOFS,

Turn Tables, Transfer
Tables,

OF IRON AND WOOD.

Railroad Passenger &
Freight Cars,
Street Railroad Cars.

Post's Patent Iron and Combination Bridges,
Howe Truss Bridges with Patent Iron Clamp,
Street Railroad Cars with Higley's Patent Running
Gear and Brake; also Substructures of
Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank
and St. Clair Sts.

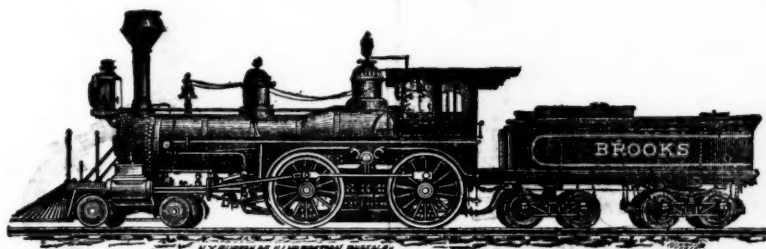
Works: On Wason, Hamilton and
Lake Sts.

CLEVELAND, OHIO.

SIMEON SHELDON, Engineer.

Brooks Locomotive Works,

DUNKIRK, N. Y.



Orders Solicited for Locomotives Adapted for
Every Class of Railway Service.

M. L. HINMAN, Sec'y & Treas.

H. G. BROOKS, Pres't & Sup't.

HARRISBURG
Car Manufacturing Co.,

HARRISBURG, PENNSYLVANIA,

MANUFACTURE

Passenger, Mail, Baggage, Box, Gondola, Coal,
and all other kinds of

RAILROAD CARS,

RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CAST-
INGS, BRIDGE RODS, BOLTS,

AND

RAILROAD FORGINGS.

W. T. HILDRUP, Superintendent.

WILLIAM CALDER, President.

THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,

HAVING large facilities, and having had a long experi-
ence in the business, are prepared to furnish

LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,

Agent and Treasurer.

P. L. FERRIN, Sup't.

The Westminster and Gardner Lines.

The survey of the new railroad line from Westminster to Gardner has been completed, and the engineers find the grades and curves to be even more favorable than had been anticipated. The longest line surveyed gives a saving in distance over the present line of 2½ miles, with a maximum grade of 70 feet to the mile, an average of 62 feet, which is substantially the same as that of the present line to Ashburnham Junction. Beyond Ashburnham Junction, however, there is a grade, for some distance, of about 110 feet, upon the present route, which the new avoids, striking the old line at a point 80 feet lower than the present summit. A second and shorter route has been surveyed, which would save another mile in distance, with an increase in average grade of about 10 feet to the mile, and a third and almost direct line from Wachusett Station to the Narrows would shorten the whole distance about 4 miles on a grade of about 115 feet to the mile. This last route necessitates an increase of power from Fitchburg to Westminster, beyond which it would follow the line of the longer survey. These routes would be comparatively easy ones in respect to cutting and filling, and there seems but little doubt but one or the other will be chosen when the straightening of the Tunnel route becomes a necessity, as it soon must.—*Athol Chronicle*.

**THE SELDEN DIRECT-ACTING
STEAM PUMP**
PAT. AUG. 2, 1870. DECEMBER 20, 1870
AND OCT. 21, 1873



COMBINING SIMPLICITY AND DURABILITY TO A REMARKABLE DEGREE, ITS PARTS ARE EASY OF ACCESS AND IT IS ADAPTED TO ALL PURPOSES FOR WHICH STEAM PUMPS ARE USED

A. CARR
MANUFACTURER AND PROPRIETOR,
43 CORTLANDT ST. NEW YORK.
CARR'S POSITIVE CIRCULATING
STEAM RADIATOR



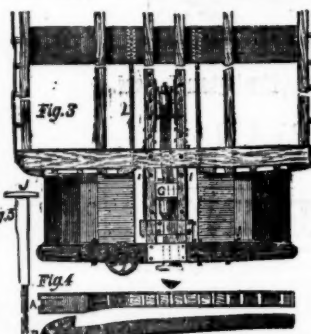
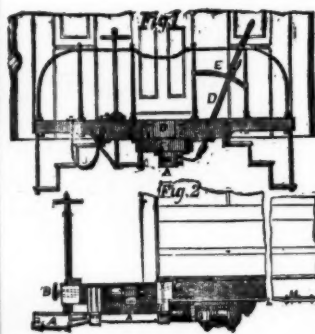
THE ONLY UPRIGHT STEAM RADIATOR MADE WHICH HAS A POSITIVE CIRCULATION.
— ALSO —
WROUGHT IRON PIPE, BRASS AND CAST-IRON PIPE, FOR PLUMBERS, STEAM AND GAS FITTERS.
SEND FOR DESCRIPTIVE CIRCULARS AND PRICELISTS.

CORYDON WINCH,

Manufacturer of RAILROAD, SHIP, BOAT & DOCK SPIKES.

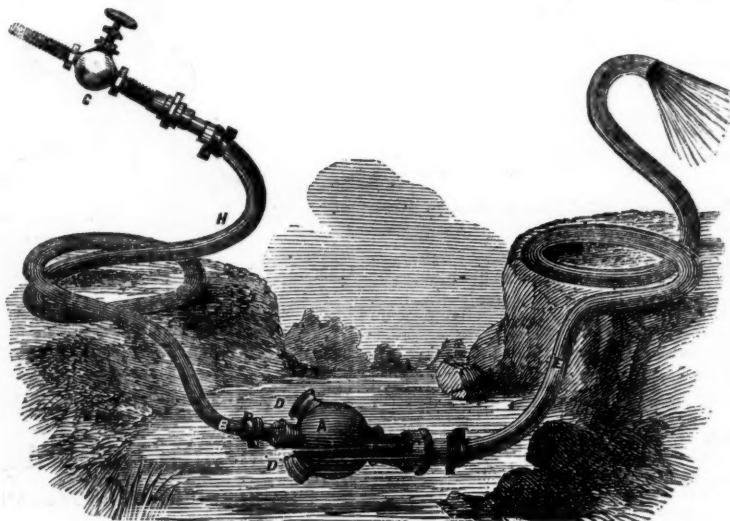


Rolling Mill and Factory, Canal Street, near Second and Laurel, Philadelphia.

Miller's Trussed Platforms.

**COMPRESSION
BUFFERS,**
AND
Automatic Couplers,
FOR
**RAILROAD
Passenger Cars.**
OFFICE,
231 BROADWAY,
(Rooms 4 & 5.)
NEW YORK.
Send for Illustrated Pamphlet,
and call and see working Models
E. MILLER, Patentee.

LANSDELL'S Patent Portable Railway Syphon.



The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B; water is drawn through the orifices D D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors and approved by the Secretary of the Treasury for use on Steamboats.

For Price and particulars, apply to the General Agents of the Steam Water Station Company,

J. ENG & OGDEN,
IRON AND STEEL DEALERS & IMPORTERS,
No. 3 FLETCHER STREET, NEW YORK.

Sole Agents for Crenoda Steel Gun Barrels and Moulds, and the Cold Drawn Patent Weldless Steel Tubes.

BARROW HÆMATITE STEEL CO.,**BARROW IN FURNESS,
LANCASHIRE, ENGLAND.**

MANUFACTURERS OF
**STEEL RAILS, TYRES, AXLES, WHEELS, SHAFTING,
 Boiler Plates, Ship Plates, &c., &c.,**

CHAS. CONGREVE & SON,

SOLE AGENTS FOR THE U. S.,
 NO. 104 & 106 JOHN ST., OPPOSITE CLIFF ST., NEW YORK.

CAST STEEL WORKS**FRIED. KRUPP,****ESSEN, RHENISH-PRUSSIA.**

American Office, - - - 15 Gold, Cor. Platt Street, New York.

CAST STEEL RAILS,**PATENT CAST STEEL RAILWAY TYRES,
WHEELS, AXLES, SPRINGS, CRANK PINS, &c.****BOILER PLATES,****ROLLER, DIE AND TOOL STEEL,
THOMAS PROSSER & SON,**

Sole Representatives in America.

**LAP-WELDED IRON BOILER TUBES,
WELL TUBING.**

Drills, Rimer-Countersinks, Expanders, &c.,
**STEEL WIRE AND WHALEBONE TUBE BRUSHES,
 SPRING STEEL SCRAPERS,**

**GRIMSHAW'S PATENT
 IMPROVED COMPRESSED-AIR
 HAMMERS,**

**STAMPS, PRESSES, BLOWING ENGINES, &c.
 THOMAS PROSSER & SON,**

15 Gold Street, New York.

**THE WHARTON
 Safety Railroad Switch.**

**BOTH RAILS of the
 main track absolutely
 immovable, continuous
 and unmutilated.**

This Switch provides perfect safety for both
 the main track and the side track, besides re-
 moving all switches from the main track as
 effectually as if there were no sidings on the
 whole line.

They have been in use on various important
 Railroads for over two years, and have repeated-
 ly saved passenger trains from destruction, when
 running at high speed, (from 30 to 45 miles per
 hour,) at places where by accident the Switch
 had been left set for the siding.

Address,

**ABRAHAM BARKER, Pres't,
 Or WM. WHARTON, Jr., Sup't,
 Of the Wharton R.R. Switch Co.,
 28 South 3d St., Philada., Pa.
 O. BOX, 2353, Phila.**

PHILIP S. MILLER.

LENOX SMITH & CO.

AMERICAN AND FOREIGN

STEEL & IRON RAILS,

Locomotives, Cars & Machinery,

STREET RAILS,**Railway Fastenings, etc.****MILLER & SMITH,**

43 Exchange Place, N. Y.

The Dickson Manufacturing Co. of Scranton.

**THE
 PHOENIX IRON CO.,**

410 Walnut St., Philadelphia,

MANUFACTURERS OF
 CURVED, STRAIGHT AND HIPPED

Wrought Iron Roof Trusses

BEAMS, GIRDERS and JOISTS,
 and all kinds of Iron Framing used in the construction of
 iron roof buildings.

**DECK BEAMS, CHANNEL, ANGLE
 AND T BARS**

curved to template, largely used in the construction of
 Iron Vessels.

**Patent Wrought Iron Columns,
 Weldless Eye Bars,**

for top and bottom chords of bridges.

**Railroad Iron, Street Rails, Rail Joints
 and Wrought Iron Chairs.**

Refined Bar, Shoeing, and every variety of Shipping Iron
 Made to Order.

Plans and Specifications furnished. Address
 SAMUEL J. REEVES, President.

RIEHLE BROS.

650 North Ninth St., Philadelphia

New York Store, 93 Liberty Street,

Pittsburg Store, 285 Liberty St.

LATEST IMPROVED STANDARD.



Our Patented Double Beam Iron Lever Rail Road Track

Scale acknowledged the BEST.

MAKERS of the NEW TESTING MACHINE.

BALL'S PATENT TELESCOPE JACK.

Hot and Cold Punched Nuts, Bolts, Lag Screws and
 Washers.



Belting, Packing Hose, Rubber Springs, Car Trim-
 mings, Steam Pumps.

ALBERT BRIDGES,

MANUFACTURER AND DEALER IN

Railway and Mining Supplies and Machinery,
 No. 46 CORTLANDT STREET,

P. O. Box, 2843.

NEW YORK.

**CHARLES MACDONALD,
 Engineer and Contractor,**

For the Construction of

**Iron and Wooden Bridges,
 TRESTLES,**

Steel Suspension Bridges, Roofs, &c.

Plans and Estimates furnished to meet the application.

SO BRINGING THE INCOME BY

increase in the efficiency a

ing power of the road, by means of libera-
 tions to the equipment, which are already gra-
 needed to meet the increase of business durin-
 the present year; which can be readily procured

for settle-

Bombay Hook Railroad.

A correspondent of the Wilmington (Del.) Commercial says that a meeting of those persons immediately interested in the Bombay Hook Railroad was recently held at Sunjoia for the purpose of electing a board of directors, and then adds:

The election was in accordance with a provision of the charter, and those directors elected may be regarded as merely nominal, as it is understood and so reported that Jay Gould is now sole owner of the road, he having bought out the American Dredging Company, who, it will be recollected, purchased the road to save their claim, at sheriff's sale, some time since. It is also stated that Gould's agent Colonel Bingham, who was here, has paid all the claims against the road, and early in the spring it will be put in good running order, and a through route established to New York, and a first class steamer to Philadelphia, to connect with the railroad, at Bombay Hook. This arrangement contemplates control, or co-operation, of the Maryland and Delaware, the Kent County and Queen Anne's County railroads. It is confidently anticipated the whole arrangements will be completed in time for shipment of the strawberry and other spring crops. Passengers are to be conveyed to New York and Philadelphia at a little more than one half the present charges. The steamer will, in addition to carrying passengers, be run as an excursion boat from and to Philadelphia.

The contract for constructing the Corning and Sodus Bay railroad has been let to John E. Gowan & Co., of New York. The road will extend from Savona on the Erie road to a point on the Northern Central, at or near Penn Yan. The road is to be ready for use by the first of January, 1876. It will follow the Northern Central track from Staley, there connecting with the Sodus Point and Southern and Geneva and Southwestern roads.

Comparing 1873 with 1872, the traffic of all the Russian lines combined exhibited an increase in the former over the latter year of 20 1/2 per cent. In 1846 Russia possessed only 18 miles of line; now the Russians have about 10,000 miles in operation, while upwards of 3,000 miles more are in course of construction. Russia is, however, so vast an empire that she has still ample scope for the energies of the railway engineer.

HUDSON RIVER CEMENT WORKS,

Manufactory at Kingston, N. Y.

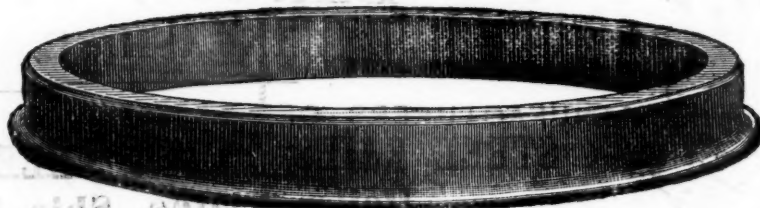
(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selection of quality Cement Stone, quarried exclusively from our estate, Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class of vessels can come to our works without expense, all of which (at the Manufactory) and papered barrels, in good towing or delivery. Our barrels will be branded, "Hudson New York City Works, Rosendale (Diamond A) Cement, Hudson River Cement Co., Jersey City, New York."

Office, No. 95 Liberty Street, New York.

J. H. Butts, Ag't,
95 LIBERTY ST. N. Y.

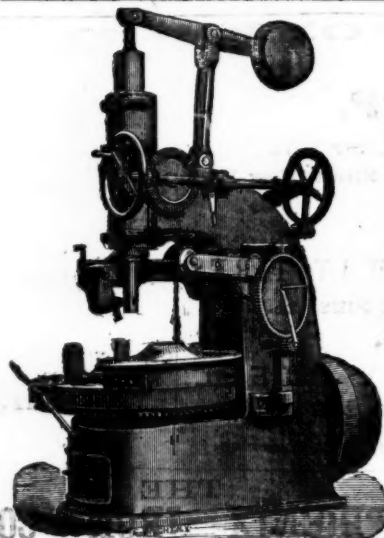
CAMMELL'S CAST STEEL.



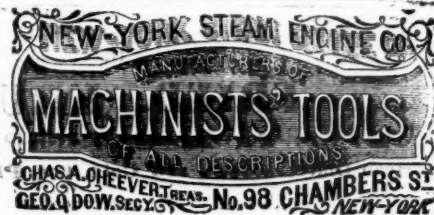
ROLLED AT JERSEY CITY

BY
W. BAILEY LANG & CO.

New York
AND
Boston.



Patented No. 4 Car Wheel Borer.



We have the best and most complete assortment of

Machinists' Tools

In the Country,

Comprising all those used in

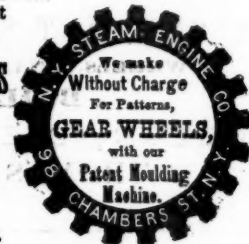
MACHINE, LOCOMOTIVE,

AND

R. R. REPAIR SHOPS.

For Photographs, Prices and Description, etc., address

NEW YORK STEAM ENGINE CO.,
98 Chambers Street, New York.



HOFFMAN ROSENDALE CEMENT,

Being the STANDARD CEMENT used at the

BROOKLYN NAVY YARD.

MADE AND SOLD BY

THE LAWRENCE CEMENT CO.

M. W. WOODWARD, Sec'y,

No. 67 William St., N. Y.

LAWRENCEVILLE CEMENT COMPANY.

ROSENDALE
HYDRAULIC CEMENT.

This Company Manufacture Hydraulic Cement of a Superior quality at Rosendale Ulster County, New York. This brand of Cement has been extensively used for past years upon Fortifications and Government Works, giving universal satisfaction, meeting the approval of our best Architects, Engineers, Contractors and Builders. It is put up in substantial barrels, made by the Company, thoroughly seasoned and well papered, containing 300 lbs. of Cement.

All orders will receive prompt attention.

WM. N. PEACH, Pres't,
96 Wall Street, New York.

DELAFIELD & BAXTER CEMENT COMPANY, MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

We are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 115 Broadway, New York.

THE James Cement Co.,

(Successors to J. B. JAMES.)

Manufacture a superior quality of Rosendale Cement, put up in good barrels made by themselves, and well papered. Address

J. B. JAMES, Pres't,

24 Day St., New York.

FOUNDRY FACINGS & SUPPLIES

OF ALL KINDS.

Bituminous Coal, Sea Coal, Lehigh, Mineral, Charcoal, Black Lead, &c., &c.

Also Sives, Brushes, Molders' Tools, and all articles required for foundry use.

BOYD & PLEAS,

Manufacturers,

508, 526 & 528 East 18th St.,
NEW YORK.